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# The China Mail

大英七月廿五號 禮拜四  
中華民國己巳年六月十九日

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No. 27,240 HONG KONG, THURSDAY, JULY 25, 1929. PRICE \$3.00 Per Month.

## SOVIET REDS SHOOT WHITES

### CHINA ACCUSED HENDERSON MAKES ANOTHER STATEMENT JAPAN ALSO OPTIMISTIC

Moscow, Yesterday.  
A semi-official statement has been issued detailing the activities of White Russian émigrés on the Soviet frontier in the Far East allegedly acting with the direct support of the Chinese authorities. The statement sets forth the number of occasions on which alleged armed parties of Whites crossed the frontier to blow up railway, bridges and powder magazines and for other destructive purposes.

**Tried and Shot**  
It also says that between July 17 and 20 a number of Russian Whites were captured crossing the frontier in the Amur region, 16 of whom were tried by the State Department and sentenced to death, including Duganov, who was connected with the Chinese army staff at Mukden which released him from Sakhalin prison, where he was placed by order of the Soviet Government for banditry in Soviet territory; also Bashkarov, an ex-Police agent of the Harbin Intelligence Service, who was lately engaged on the orders of the Chinese army staff in the formation of detachments for incursions into Soviet territories.

The sentences were duly carried out.—Reuter.

### Awaiting Moscow

Shanghai, To-day.  
In a press interview Mr. C. T. Wang stated that China was willing and prepared to launch immediately negotiations with the Soviet to bring about a settlement of the C.E.R. issues following receipt of word from Moscow.

China was quite willing to accede to the Soviet's reported wish to settle the issues by direct negotiation instead of through the mediation of a third party.

The Foreign Minister indicated that he thought it likely that the negotiations would take place in Moscow rather than Harbin. He was optimistic that they would solve the dispute. In conclusion, he said: "We are now awaiting Moscow's indication of their attitude toward the suggested procedure, also an indication of the possible date of the opening of negotiations"—Reuter.

### Negotiations?

Shanghai, Yesterday.  
The Foreign Ministry has instructed Mr. Sha Wei-chung, the Charge d'Affaires at Moscow, to close the Chinese Embassy and return home, turning the control of Chinese affairs in Russia over to the German Embassy.

At the same time, the Foreign Office also hinted that informal negotiation should be taken up with the Soviet authorities with a view to reaching an understanding preliminary to the opening of a Sino-Russian conference for the settlement of the outstanding Chinese Eastern Railway affairs.—Nan Chung-Kuo News Service.

### Japan's Feeling

Washington, Yesterday.  
The Japanese Ambassador (Mr. Debuchi) conferred with Mr. H. L. Stimson (Secretary of State) on the Manchurian situation. American officials are now making an effort to remove Japan's feeling that she has been neglected in connection with the Franco-American peace move.

The Japanese Ambassador later said that his information from Tokyo led him to take an optimistic view.—Reuter's American Service.

### Diplomats Confer

Shanghai, To-day.  
The Diplomatic Corps, including the American, French, Japanese and Italian Ministers, held a meeting at the Dutch Legation in Peking yesterday afternoon to discuss the latest developments in the Sino-Russian crisis. It is their general opinion that the tension has been considerably relieved and that it is not necessary for third parties in Peking to offer mediation.—Nan Chung-Kuo News Service.

### House of Commons

London, Yesterday.  
Asked in the House of Commons if he will take steps in consultation with other signatories to the Kellogg anti-war pact (of which Russia and China are also signatories) to enforce penalties against the first party committing an act of war, Mr. Arthur Henderson (Secretary of State for Foreign Affairs) replied that there are no provisions in the Kellogg Pact for enforcing penalties.

## PEAK WATER 8 HOURS PER DAY

### MORE RELAXATION HONG KONG ISLAND HAS 200 DAYS' SUPPLY "700" MARK NOW PASSED

As from Saturday, the Peak districts will have potable water available during more hours, namely, eight a day instead of four at present. Even then, comparatively, householders with meters in the lower levels will be better off than those "up top-side."

When the four hours' supply was extended to twelve hours in the city on Tuesday, no change was made at the Peak. At the moment, however, the actual Peak times have not been settled, but half the eight hours will be in the morning and the other half in the afternoon.

**Very Little Rain**  
The 700 million gallons mark has been exceeded in Hong Kong. Although less than a quarter of an inch of rain was recorded at the reservoirs in the 24 hours ended this morning, the total in storage has reached 704.41 million gallons, which is a "gain" of 20 million over yesterday.

The present consumption (with no water through the rider mains but with street fountains turned on twelve hours a day) is approximately 4½ million gallons, on which basis, Hong Kong Island has 200 days' supply in hand.

At Kowloon, the reservoirs "gained" 12 million gallons, bringing the total to 338 million gallons but the position, of course, gives no cause for anxiety.

In Kowloon shipping and building contractors are being given a supply during the entire 24 hours.

### The New Bill

The Bill to amend the Waterworks Ordinance was read a second time at this afternoon's meeting of the Legislative Council.

The Attorney-General intimated that the regulations under the Bill would be postponed to a later date, firstly, to await the results of any further rain this month and next; and, secondly, to gain an idea of the effect of the 12 hours supply daily on consumption and on wastage of water.

### Enforcement of Penalties

to enforce penalties against the first party committing an act of war, Mr. Arthur Henderson (Secretary of State for Foreign Affairs) replied that there are no provisions in the Kellogg Pact for enforcing penalties.

### Pacific Solution

The preamble of the Treaty, Mr. Henderson continued, merely states that any signatory resorting to war will be denied the benefits under the Treaty. Therefore no action arises under the Pact.

Mr. Henderson added, however, that he is hopeful that the danger of war will be averted. He had received assurance that the Chinese Government is very anxious for a Pacific solution and that China is ready for a round table conference with Soviet representatives. China's assurance was also that if the Soviet resorted to force—of which there is no evidence—China will appeal to the League of Nations.—Reuter.

### U.S.A. & Japan

Washington, Yesterday.  
Mr. H. L. Stimson (Secretary of State) states that so far as the State Department is concerned there is no foundation for the report that Japan feels slighted in connection with the Franco-American peace move in the Russo-Chinese dispute. Japan is fully co-operating with the United States; and the Japanese Ambassador was fully informed of Franco-American action in reminding Russia and China of their obligations under the Kellogg Pact the day action was taken. Conversely, the Japanese Ambassador informed Mr. Stimson of Japan's action, calling the attention of Russia and China to Japan's desire that hostilities should be avoided.

Mr. Stimson has also invited Germany's co-operation towards peace in the Sino-Russian dispute.—Reuter's American Service.

### "Best Solution"

Tokyo, Yesterday.  
The Soviet's continued insistence describing the French approach as "an offer of mediation" and also the denial of knowledge of the part played by America leaves both official and unofficial circles in Japan somewhat mystified; but the Foreign Office

## CANTON SHOUTS DEMONSTRATES AGAINST SOVIET

### "NOT APATHETIC NOW"

Canton, Yesterday.  
"Down with Imperialistic Russia," "Down with Communism," "Stop all internal squabbles, so as to present a united front against Soviet Russia," and other patriotic utterances were the underlying thought of all the speeches of prominent men of Canton before a gathering of not less than 10,000 people, representing all classes of the City of Canton, at the Eastern parade ground this morning. Never in the history of Kwangtung have the Cantonese shown such a spirit of enthusiasm for the cause of their Fatherland. Ever patriotic slogan or song was taken up by the united voices of the multitude, accompanied by the waving of thousands of flags, conveying the impression of the on-looker that if the Cantonese had been guilty of apathy in their country's affairs in the past, certainly they are not that to-day; the very ring of their voices, the defiant looks of their faces and the wild gestures of their hands all indicated a people awakened to a new life and pulsating with the consciousness of unity.

### Governor's Address

Long before the appointed hour of 8 a.m., representatives of schools, trades unions and commercial guilds, and units from the Military, Naval and Air forces began to assemble on the spacious parade ground. A temporarily erected pavilion, standing in the far off centre of the ground, was occupied by executive officials of the Government.

The Chairman, General Chan Mingshu, presided, opening the meeting with a powerful appeal to the crowd for a concerted action towards Soviet Russia. He was followed by other speakers, all of whom spoke before a microphone which transmitted the voice to two amplifiers set in different parts of the ground.

### Long Procession

This part of the ceremony lasted two hours. Then police officers blew whistles for the formation of the procession. By 10.30 the procession began to move first through Wing Nam-mo, thence to the Bund, working westward and returning to the Municipal Garden where it broke up. The streets were lined with thousands of spectators of all ages; perfect order was kept and no one was allowed to cut through the procession. The police motor cycle corps kept the streets clear of obstruction, all traffic being suspended during the procession, which took nearly two hours to pass a given point.

### All Types & Classes

The procession was divided into five sections, each being preceded by a band. There were at least ten to twelve thousand people who took part. The first section consisted of the staffs of the different Government bureaus and public offices, as telegraph, wireless, dockyard and harbour offices, and red cross units; the second section, Boy Scouts and Girl Guides, trades unions, schools and colleges, and municipal employees and staff; the third section, Whampoa Cadets, local militia, and members of the Bureau of Public Safety and Police; fourth section, mechanics' and engineers' associations, Central Labour Union, and other unions; fifth section, Naval officers and marines, units from infantry brigades in Canton, officers and students of the Bureau of Aviation, Military Police and Military Engineering Corps. The Kwong Wa Hospital ambulance made up the rear of the procession.—Canton News Agency.

### "Your Honourable Opinion"

The following is a copy of a letter addressed by the Chinese Steamers' Union, Canton, to masters of "various steamers" in port:—

Dear Sirs,—Owing to the Anti-Soviet Demonstration will be staged on the Eastern Parade Ground tomorrow, the 24th inst., and we, an important organisation, are instructed by the Governor to take part of it, immediately after the gathering there will be a big parade through the main streets, I, therefore, beg to ask you for a permission in allowing of more than fifty per cent. of your crews, if possible, to turn themselves up to our union for the purpose of producing them along in order to expose their patriotism and much obliged indeed. Hoping that this will be co-incidental with your honourable opinion and thanking you in anticipation.

Yours affectionately,  
(Sgd.) U. S. KAN.  
Leave Hours:— Say from 8 a.m. to 2 p.m.

### LANCS. COTTON

### WAGES DISPUTE DISCUSSION TO BE RESUMED

London, Yesterday.  
As a result of the efforts of representatives of the Ministry of Labour the committees of the Cotton Employers and operatives have resumed joint negotiations in Manchester this afternoon on the wages dispute.—Reuter.

## LOSS OF R.A.S.C. STORES

### \$250 IN VALUE THE STOCK-TAKING SYSTEM AT FAULT SOLDIER CHARGED

Stores consisting of tea, tinned goods and rum to the value of \$254.14s. 10d. stolen from the R.A.S.C. supply depot between April 30 and May 21 formed the subject matter of a charge preferred against Private G. R. Bowles, of the R.A.S.C., at a District Court Martial held this morning at Command Education Room, "D" Block, Victoria Barracks.

Major H. P. W. Hutson, D.S.O., O.B.E., M.C. (R.E.) presided and the assessors were Capt. B. J. Corballis (Somerset Light Infantry), and Lieut. A. Sexton (Royal Artillery).

The prosecuting officer was Capt. Laithwaite, R.A.S.C., and Mr. Leo d'Almada, jun., acted as accused's "friend."

### The Charge

The charge against the accused read that he had neglected his duty to the prejudice of good order and military discipline, in that, when as storeman and issuer in charge of

### FAIR GENERALLY

This morning's weather report states:—  
Pressure is highest in the Pacific to the east of Japan and relatively low in a trough extending from Tongking across Luzon to the Pacific.  
Forecast:—East winds, moderate; fair generally.

### Store Rooms

The store rooms he was concerned in the care of public supplies, and that he had so negligently performed his duties as to cause a loss to the public of supplies to the value of \$254.14s. 10d.

### "100 Per Cent." Stock Taking

Evidence given by Capt. W. H. Williams, M.C., of the Royal Army Service Corps, officer in charge of supplies, was to the effect that accused took over the duties of storeman and issuer from August 1, 1928. Accused acted as under-study to his predecessor for only one week in order to learn the procedure and routine of his work. The stores were kept in the main supply depot at Queen's Road Central and some were also kept at the Garrison Sergeants' Mess.

### Witness

Witness last took stock of the goods in store on April 30 and accounted for the balance.

### To-day's rainfall 0.07 inch

1929 rainfall .31.55 inches

Average . . . . . 48.85 inches

Deficit . . . . . 17.30 inches

### DON'T WASTE WATER!

used was present. The latter agreed to the quantity of goods in stock then.

Witness described the stock-taking as "100 per cent." in that the goods were stacked in bulk, counting the various stacks horizontally and vertically.

### Where the Keys Were Kept?

Cross-examined by counsel for the defence, witness said that Sgt. Finniss was accused's predecessor.

Mr. d'Almada: Do you know where Finniss used to keep the keys of the store rooms?

Capt. Williams: Yes I do. He kept them on his person.

Mr. d'Almada: Therefore, when he had occasion to go out, he took the keys with him?—Yes he did, as far as I can remember.

Then you and others were not able to get stores when Sgt. Finniss was out?—Yes, that was so.

Asked as to where the accused was in the habit of keeping the keys, witness said that they were kept in a drawer in the chief clerk's desk in the general office. That had been the system since accused became storeman.

### Witness

in answer to another question, witness said that accused used to go out on duty sometimes, when the keys would be left in the drawer and anyone requiring stores could get access to them.

Mr. d'Almada: When Bowles took over, stock was taken in the usual 100 per cent. manner, that is, counting the boxes in bulk horizontally and vertically.

## "DECENT CLOTHES"

### DEBTOR'S ATTIRE TO SEE HIS LORDSHIP DIDN'T LOOK A PAUPER

All concerned smiled when the following passage occurred this morning in the Supreme Court, Bankruptcy Jurisdiction, when His Honour the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) heard a number of applications and one public examination.

The Official Receiver (Mr. E. L. Agassiz) to Lee Kim (33), clerk, of No. 24, Cheung Lok-street: Your clothes do not make you appear poverty-stricken.

Debtor: I must put on decent clothes to come to Court to see his Lordship and the Official Receiver.

### Judge's Curiosity

Just before the public examination of this debtor closed, with his statement of liabilities totalling \$23,000 and his assets consisting of a salary of \$100 a month on which he had to support a wife and five children, debtor was asked by his Lordship: "I'm curious to know how you manage it. How do you get them (local Sikh usurers) to trust you?"

Debtor explained that it was not a case of trusting but of the money-lenders getting as many persons as possible to sign and, therefore, he had been asked to back friends' notes.

### Which is Better?

Debtor explained earlier that of the liabilities he had incurred to the extent of \$23,000, the actual cash he had received was \$1,000 for which he had given acknowledgment for \$2,000 and he paid \$80 interest a month. The balance was for friends and colleagues whom he had obliged and who had never reciprocated.

Only about \$2,500 of the liabilities remained because, on the Official Receiver's insistence prior to consenting to a receiving order being made, some of the creditors had withdrawn large claims (presumably to proceed if they wished against others who had signed joint notes).

Debtor is now contributing \$35 a month out of his salary towards paying his creditors. The Official Receiver observed: "You will find that more satisfactory than paying \$80 a month interest," whereupon his Lordship intervened: "No, he was borrowing to pay the \$80."

### 50 Coolies Required

Re-examined by the prosecutor, witness said that it would require the assistance of about 50 coolies for six days if an accurate stock was to be taken. That would mean "breaking bulk."

Staff Quartermaster Sergeant Allen, chief clerk to the last witness, corroborated, and further added that the accused went sick on May 22, without warning. On the following day, Pte. Bower took over the duties as storeman. Stock was again taken on that day, and witness found no deficiencies.

### On May 27, Pte. Bower reported

to him the loss of a certain quantity of tea. Other losses were discovered on May 30, that was four days after accused was placed on the sick list.

### Further corroborative evidence

was given by Pte. Bower and Lt. Marshall.

A Case to Answer  
Counsel for the defence then submitted that he had no case to answer saying that the onus of proving that accused had been negligent rested on the prosecution. He contended that the prosecution had failed to adduce any evidence of neglect. If there was neglect, he added, it appeared to him that the existing system in the R.A.S.C. of stock-taking was at fault.

The Court then adjourned to consider whether a prima facie case had been made out. On re-assembling, the Court held that there was a case to answer, and asked accused if he wished to give evidence or make a statement.

### Accused replied

that he had no witnesses to call; neither did he wish to give evidence or to make a statement.

### Addressee Only

The case then rested on the final submissions of the prosecution and the defence. The prosecutor, in view of the fact that accused gave no evidence or called any witnesses, lost his case.

## BRITAIN'S NAVAL POLICY

### THE "MINIMUM" PRIME MINISTER MAKES A STATEMENT IN COMMONS THE PARITY PRINCIPLE

London, Yesterday.  
Mr. Ramsay MacDonald, the Prime Minister, in Parliament to-day, said he was in a position to make a statement of the intentions of the Government regarding the Naval Building Programme.

The Government's general position was that the defence of the country must be devised with two main considerations, firstly, as to the chances of the defences having to be used, then of the efficiency and economy shown in their magnitude and character.

### Effect of Peace Pact

The Government had kept in view the change in policy and the problem of national security as affected by the Peace Pact, if that pact was to be made an effective influence in international relations. To-day it stood as a controlling purpose of Government and a systematic policy.

It was well-known that in the midst of the multifarious concerns, which the formation of a new Government entailed, and especially in view of the pressing and complicated nature of its task, conversations had been actively carried on between the United States and the new Government for the purpose of opening a way for an agreement on naval matters which hitherto had defied settlement.

It was a coincidence that the new Government's assumption of office had corresponded with the arrival of the new American Ambassador, General Dawes, who had come here charged with the mission of preparing the ground for international agreements on behalf of naval armaments.

Already the whole five of those difficulties with the United States had been surveyed and the two Governments had made a fresh start in their solution.

### The "Parity" Principle

"We have agreed upon principle of parity," said Mr. MacDonald. We have agreed, without in any way departing from the condition of parity that the measure of elasticity can be allowed so as to meet the peace requirements of nations. We have arranged that we shall not allow technical points to override the great public issues involved in our being able to come to a settlement.

Mr. MacDonald, continuing, said he proposed to make this matter his immediate concern as soon as other business had been disposed of. It had to fit in with certain international conversations and October, at present, seemed to be a likely month. The examination of the naval position, therefore, was not only a proof of our own sincerity but it was a duty imposed upon us to guard our own national safety.

### Work at Dockyards

The Government has decided to cancel two contracts for submarines and to slow-down dockyard work on other naval construction. The Government, of course, recognised that naval progress would have a direct effect on employment in dockyards. As a result of a special rearrangement, suggested by the Admiralty, it was hoped to secure the absorption of a large amount of labour which would otherwise be discharged from royal dockyards. "We were indebted to the Board of Admiralty for the help which they have rendered and I desire to state that, having expressed their technical view on the minimum which they considered to be necessary, they have furnished us with loyal help in achieving our objects with the least possible dislocation and hardship."

### Settlement Soon

Concluding, the Prime Minister said it would be the Government's care and desire to put their energy into a settlement without unnecessary delay.

Asked if the main requirements, as stated by the Board of Admiralty, were fully met by the reduced programme which the Government proposed to carry out, Mr. MacDonald said: "I have not the least doubt whatever that in the agreement with the United

## BIG CONTRACT FOR BRITISH FIRM

### \$250,000 TO BUILD BANGKOK'S NEW ANNIVERSARY BRIDGE BY MIDDLESBROUGH FIRM

London, Yesterday.  
It is announced that the contract to build the new Bangkok Memorial Bridge, in celebration of the 150th anniversary of the foundation of the city, has been awarded to Dorman Long Co., Middlesbrough, against American and Continental competition.

The bridge will cost £250,000.—Reuter.

[The Bangkok correspondent of the "Straits Times" wrote on July 13:—A rather interesting fact was carried out on Monday evening when H.R.H. Prince Purachatra spoke by radio telephone from Paris to Bangkok and gave the tenders for the erection of the Memorial Bridge across the Menam. The tenders, which were recently opened in London by a special committee, are from five countries—Britain, France, Italy, Germany and Denmark—and it may interest you to know that the British tender, that of Messrs. Dorman Long and Co., is amongst the lowest, if not actually the lowest. The figure of the Italian tender is lower, but it is not clear if it embraces the same amount of work as laid down in that of the British firm. The tender of the French firm which erected the railway bridge across the river is higher than that of Dorman Long's. The tenders are being sent out to Siam and they will be considered by His Majesty the King before a final decision is made.]

### States the minimum requirements

put up to us: will be adequately covered.

### The Other Powers

Replying to Mr. Lloyd George, the Liberal leader, Mr. MacDonald assured him that as the conversations with the United States proceeded, the effect and general result of them would be given to all the Powers that would ultimately be concerned.—British Wireless Service.

### Cruisers & Submarines

In the House of Commons Mr. MacDonald announced that it had been decided to suspend work on the cruisers "Surrey" and "Northumberland" to cancel the submarine depot ship "Maidstone" and two contracts for submarines; also to slow-down dockyard work on other naval construction.

### The "Three Services"

Mr. MacDonald said that a committee to co-ordinate the three services had been under Cabinet consideration, and had been established but as the co-ordination was not comprehensive enough to meet the requirements of state policy the Foreign Office would also be represented thereon. The general outlook was such as to justify a review of Britain's programme. Therefore, after a thorough examination of the naval position and "not only as proof of our sincerity but as a duty imposed on us with regard to the expenditure of national money" the Government has decided to the suspensions, etcetera, which had already been cancelled.

### Looking Forward

Immediately the way was clear the Powers represented at the Washington conferences of 1921-22 would be invited to a preliminary conference with a view to reaching a comprehensive agreement, and the final agreement would be ratified at a place, which he hoped by common consent, would be chosen by the United States on recognition of the splendid part played by their President.

Continuing, Mr. MacDonald said it would then be reported to the League's Preparatory Commission on Disarmament as contribution to its work and if these intentions were fulfilled the request of the Preparatory Commission's Chairman, made at Geneva on March 15, 1928, that the Powers attempt to agree among themselves, would be accomplished and we would be in a position to pursue with the Commission the difficult but essential problem of how to reduce other forms of armament, in accordance with the Allies' pledge at Versailles, when imposing disarmament upon Germany, also in pursuance of the peace pact.

(Continued on Page 5.)







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**PUBLIC AUCTIONS.**

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

| No. of Sale | Boundary Measurements | Contents in Acres | Annual Rental | Upset Price |
|-------------|-----------------------|-------------------|---------------|-------------|
| 1           | As per sale plan.     | 11,600            | 60            | \$1,320     |

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wanchai Gap, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

| No. of Sale | Boundary Measurements | Contents in Acres | Annual Rental | Upset Price |
|-------------|-----------------------|-------------------|---------------|-------------|
| 1           | As per sale plan.     | 14,000            | 80            | \$1,680     |

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

**PARTICULARS OF THE LOT.**

| No. of Sale | Boundary Measurements | Contents in Acres | Annual Rental | Upset Price |
|-------------|-----------------------|-------------------|---------------|-------------|
| 1           | As per sale plan.     | 8,000             | 40            | \$800       |

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Prince Edward Road, Kowloon Tong, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

| No. of Sale | Boundary Measurements | Contents in Acres | Annual Rental | Upset Price |
|-------------|-----------------------|-------------------|---------------|-------------|
| 1           | As per sale plan.     | 15,000            | 75            | \$1,500     |

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Government and Admiralty Coal Contractors.

**HOUSE COAL.**

Peak ..... at \$23.00 per ton.  
Upper Level ..... \$22.00 " "  
Middle Level ..... \$21.00 " "  
Central Office ..... \$20.00 " "  
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NATURAL MILK  
brings contentment and  
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**HEXAGON DIE NUTS**

1/4"  
5/16"  
3/8"  
1/2"  
5/8"  
3/4"  
7/8"  
1"

**A. MING & CO.**

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**SPORTING  
GUNS AND  
ACCESSORIES.**

**GUNS:**—Greener, Webley & Scotts, B.S.A., J. W. Needham & Black, Freres—All Rifles—Revolvers, &c. &c. W. Rifle Accessories.  
**Aperture & Sight—Sporting** requires Cartridges to suit all bore.  
**THE HONG KONG SPORTING  
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STORE**  
5-B, Beach Road, Arcade.

**HOSPITAL WORK**

**ST. RAPHAEL'S IN NEED OF  
FUNDS**  
A MACAO INSTITUTION

Through the courtesy of the agents at Macao of the Hong Kong Amusements Ltd., special performances were given on Tuesday, in aid of the St. Raphael's Hospital, Macao, at the Victoria Cinematograph and the President Cinematograph.

This meritorious institution is badly in need of funds for the extension of the clinic for out-patients, the present equipment and accommodation having been outgrown by the increased demand for treatment at the hospital. As many as 40,000 patients are treated yearly, and it is a striking commentary on the reputation which the hospital enjoys that patients from places many miles in the interior of China come to Macao for treatment in this hospital.

St. Raphael's Hospital was first built in the 16th century and is thus the oldest hospital in the Far East and its work of honourable service has continued uninterruptedly ever since. With the increase of the population of Macao and the recent acceptance of Western methods in medicine the Chinese have not been slow in taking advantage of the gratuitous treatment made available by the Santa Casa da Misericordia, the parent institution which conduct to this charitable service. Here it was that the Chinese first became acquainted with vaccination and many other Western methods of treatment, not least among which was Western surgery. The idea of establishing this hospital was conceived by the first Portuguese Bishop to China, D. Belchior Carneiro, first Bishop of Macao, who also instituted the Brotherhood of the Holy House of Mercy who have maintained the hospital for almost 400 years, without ostentation, and have extended their work in many other directions.

Funds for maintaining the work have been gathered by the members of the institution with a grant from the Government. During recent years many extensions have been made to the hospital, and among those at present being carried out are the installation of a new maternity ward, the setting up of X-Ray apparatus, and the extension of the clinic for which funds are now being raised.

**GREAT HOTEL**

**THE GREATEST IN BRITISH  
EMPIRE**

The Royal York, the largest and greatest hotel within the British Empire, as well as its tallest building, has been completed.

The official opening was on June 11, and Lord Willingdon, Governor-General of Canada, officiated at the inaugural ceremonies. At noon that day the President and Directors of the Canadian Pacific Railway (which owns the Hotel) were the guests at a luncheon tendered in their honour by the Toronto Board of Trade.

The Royal York is now open to the public.

**AMERICAN WOMEN****CRITICISED**

New York, June 21.

**ANDRE LAFOND**, editor of the Journal de Rouen, France, and a profound observer of American life, finds the American woman more sensitive and more cultivated than the American man, who, driven on by economic pressure, has little time in which to develop his finer emotions. In only too many instances, however, the women of the United States fail to exercise their cultural influence and turn to pleasure instead, the essayist noted.

The French editor recently won the Ralph Beaver Strassburger prize awarded annually to the author of articles most calculated to promote Franco-American relations. It was a searching survey of America, and among other things, said that only a complete realization of the current which is swiftly separating American men and women, destroying family life and encouraging divorce, can save the structure of society in the United States—and that this could be done only by the American woman.

The essay holds that she must learn to react against the obsession to make money by introducing intensive culture, education and emotional fitness. He finds that if she continues as she has up to the present, overlooking her opportunities, the entire framework of the American social and cultural structure will fall.



To prove French writers wrong in his statement that American women have cultural possibilities but neglect to take advantage of them, the case of Marion Talley, seated at piano, is cited. Miss Talley, a mere slip of a girl from a small mid-western town, took New York by storm a few years ago at her debut at the Metropolitan Opera House. Mrs. Harry Payne Whitney, before showing finishing touches on her statue of the American debutante, is an American sculptress of great distinction. Another woman who represents the finest type of American womanhood is Mrs. Carl Atkey, seated, who is a Fellow in our National History Museum, and is now working on a Carl Atkey African Hall in memory of her husband, a famous explorer. She is also commendable for her interesting work among school children.

We could go on and on, naming American women who are famous the world over for their accomplishments in the field of science, in music, drama and other arts. No, we must disagree with M. Lafond. We are not disappointed in the lack of cultural attainments by our American women. On the contrary, we are very proud, and surely so, of their numerous accomplishments throughout the world.

not only a poet of rare inspiration, but has done exceptional work in the field of sculpture.

In the world of academic education, undoubtedly one of the most outstanding figures in the country is Miss Virginia C. Gilchrist-Walker, for many years the dean at Barnard College, New York. This is a school for women only, and surely so, of their numerous accomplishments throughout the world.

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In the world of academic







# P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
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PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S. S.      | Tons   | From<br>Hong Kong<br>About | Destination                         |
|------------|--------|----------------------------|-------------------------------------|
| TEHYEER    | 9,114  | 3rd Aug.                   | Messines, Casablanca, L'don & Hull. |
| KIDDERPORE | 5,334  | 15th Aug.                  | Straits, Colombo & Bombay.          |
| MALWA      | 10,529 | 17th Aug.                  | Bombay, Marseilles & London.        |
| KASHMIR    | 8,985  | 31st Aug.                  | Marseilles, London & Hull.          |
| MOREA      | 10,553 | 14th Sept.                 | Bombay, Marseilles & London.        |
| MANTUA     | 10,546 | 28th Sept.                 | Bombay, Marseilles & London.        |

\*Cargo only. †Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Eh. val Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

|          |        |           |                               |
|----------|--------|-----------|-------------------------------|
| *TILAWA  | 10,005 | 25th July | Singapore, Penang & Calcutta. |
| SURDHANA | 7,745  | 29th July | Singapore, Penang & Calcutta. |
| TALAMBA  | 3,012  | 3rd Aug.  | Singapore, Penang & Calcutta. |
| TAKIWA   | 7,936  | 12th Aug. | Singapore, Penang & Calcutta. |
| TALMA    | 10,000 | 27th Aug. | Singapore, Penang & Calcutta. |
| TALGOMA  | 5,553  | 1st Sept. | Singapore, Penang & Calcutta. |
| TAKADA   | 6,849  | 5th Sept. | Singapore, Penang & Calcutta. |

\*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

|            |       |           |                                    |
|------------|-------|-----------|------------------------------------|
| *ARAFURA   | 6,000 | 2nd Aug.  | Manila, Sandakan, Thursday Island, |
| TANDA      | 6,956 | 30th Aug. | Townsville, Brisbane, Sydney &     |
| ST. ALBANS | 4,500 | 4th Oct.  | Melbourne.                         |
| ARAFURA    | 6,000 | 1st Nov.  |                                    |
| TANDA      | 6,956 | 26th Nov. |                                    |

\*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong  
to Australia.  
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hioh,  
Cebu, Kolambour, Tawau, Timor, Darwin, or other ports en route as in-  
dications of.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

|             |        |            |                                  |
|-------------|--------|------------|----------------------------------|
| KASHMIR     | 8,985  | 2nd Aug.   | Shanghai, Moji, Kobe & Yokohama. |
| TALMA       | 10,000 | 2nd Aug.   | Shanghai, Moji, Kobe & Yokohama. |
| *SHEAFMOUNT | 9,956  | 4th Aug.   | Shanghai, Moji, Kobe & Yokohama. |
| TANDA       | 6,956  | 8th Aug.   | Shanghai, Moji, Kobe & Yokohama. |
| *NOWSHERA   | 9,956  | 8th Aug.   | Shanghai, Moji, Kobe & Yokohama. |
| DALGOMA     | 5,553  | 9th Aug.   | Shanghai, Moji, Kobe & Yokohama. |
| MOREA       | 10,553 | 16th Aug.  | Shanghai, Moji, Kobe & Yokohama. |
| TAKADA      | 6,849  | 16th Aug.  | Shanghai, Moji, Kobe & Yokohama. |
| KARMALA     | 9,128  | 30th Aug.  | Shanghai, Moji, Kobe & Yokohama. |
| *KAGORE     | 5,251  | 1st Sept.  | Shanghai, Moji, Kobe & Yokohama. |
| *MIRAPORE   | 6,715  | 2nd Sept.  | Shanghai, Moji, Kobe & Yokohama. |
| ST. ALBANS  | 4,500  | 10th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| ALIPORE     | 5,273  | 11th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| MANTUA      | 10,546 | 18th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| *KIDDERPORE | 5,334  | 25th Sept. | Shanghai, Moji, Kobe & Yokohama. |

\*Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—

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"BLUE FUNNEL" LINE.

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SAILINGS FROM HONG KONG.

S.S. "ADRIATIC"..... Via Suez Canal..... 5th August.  
S.S. "CITY OF BEDFORD"..... Via Suez Canal..... 15th August.  
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
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For Freight and particulars apply to—

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## NORTH-EAST COAST

EFFECT OF THE NEW  
GOVERNMENT

WILL ORDERS BE RESUMED?

Shipbuilders are speculating as to whether their particular industry will assume greater activity, now that the General Election is over, or whether the scarcity of new orders which has been so apparent for several weeks will continue. The consensus of opinion is that no big improvement can be looked for. A few more contracts may be forthcoming, but they will not be in sufficient quantity to make up for the work which is now being turned out.

If this view proves correct there is no doubt that when the winter months arrive several firms will be greatly in need of work in order to keep their establishments going.

New contracts have fallen off considerably compared with the opening months of the year, and it is not surprising that many shipbuilders are now becoming anxious in regard to the prospects for the next few months.

Some shipowners have confidence in the future as was illustrated by Mr. F. Carrick of Messrs. F. Carrick and Co., Ltd., Newcastle, who speeded the launch of the Langleyrig at Palmers' Hebburn shipyard. Mr. Carrick, referring to shipping and shipbuilding prospects, said they had seven years of bad trade behind them, but the trade of the world was expanding slowly but surely, and as millions of shipping was being lost or broken up each year he was certain that owners who built ships now would in due time receive their reward.

The only new order placed on the Tyne is an 8,500 tons oil tanker for Norwegian owners, and which will be the 15th oil tanker built by Sir W. G. Armstrong, Whitworth & Co., Ltd. The engines will be of the Armstrong-Sulzer type, and constructed at the Scottswood works of the builders. It is rumoured that another contract has been given out on the Tyne, but there is no confirmation at present.

## Iron and Steel Shipments

The shipments of iron and steel reflect a healthy state of the industry. In April and May the total sent out came to close upon 200,000 tons, figures which have not been equalled for several years. Aggregate loadings during May were 96,242 tons, or only 670 tons below April, which was the heaviest of any month for the past three years. May pig-iron clearances reached 32,718 tons, the largest since March, 1926.

Manufactured iron shipped recently amounted to 4,675 tons, and steel to 58,549 tons. Of the pig-iron despatched in May, 11,661 tons went eastwards, and 21,067 tons abroad; of the manufactured iron 2,397 tons went eastwards, and 2,278 tons to foreign destinations; and of the steel cleared 14,740 tons went eastwards, and 44,109 tons overseas.

## Repairs Well Employed

The shiprepairing industry is maintaining its satisfactory tone, and all things considered firms have little reason to be dissatisfied. Some of the firms on the river are receiving practically a continuous flow of work, but others are not quite so fortunate. A new contract booked by Palmers Co., Jarrow and Hebburn, is the "British Corporation" has been undocked at Hebburn, and the "British Courage" put into dock, while at Jarrow the "Valencia" is still in dock.

The "Hektor" (ex "Heddie") of the White Star Line, which has been purchased by the N. Huggs Co. of Norway, has arrived at Palmers' yard, Hebburn, to be converted into a floating oil factory. The contract is a large and important one, and is expected to be completed towards the end of August. The vessel has a deadweight carrying capacity of 12,232 tons, and the work to be done includes the removal of several of the deck houses, the changing of the masts, the building of an additional superstructure fitting additional tanks, altering the stern to form a tunnel through which the whales will be hauled, stiffening the stern to resist ice pressure, and installing boilers, etc., for dealing with the carcasses of the whales and converting the blubber into oil.

The Mercantile Dry Dock Co., Ltd., Jarrow, have docked the "Shirvan", an oil tanker, for collision damage repairs, and other new contracts include the

## CONSIGNEES.

THE BEN LINE STEAMERS, LTD.  
From Middlesbrough, Antwerp,  
London, etc., to India and  
Philippines.

The Steamship.

"BENVENUE"

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 10th August, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 25th July, 1929.

OLD TAYLOR

AGED BY TIME

"Flashlight," the "Donna Flora," the Greek vessel "Michalakis," and the "Metgor," which is being prepared for the Norwegian cruise. The "Copenhagen," which is reported sold, has been docked, and the "Cheniston" has been completed.

Wallend, Shipway and Engineering Co., Ltd., have the "Port Caroline" in dock and the "Port Bowen" alongside. Clelands' Ltd., Willington Quay, are engaged on the "Blenda" and "Stepney" in dock, and the "Wansell" alongside. Messrs. Swan, Hunter and Wigham Richardson, Ltd., have two or three vessels undergoing repairs, in dock and alongside.

Smith's Dock Co., North Shields, are repairing the "Hecan," "Brixton," "Hedron," and "Mozza" in dock, and have the "Bedeburn," "Pan," "Sorvanger" and other vessels repairing afloat.

At their Tees yard the "Carmarthen-shire," "Southern Wave" and "Cardigan-shire" are repairing in dock. Shields Engineering Co., North Shields, have 64 Light Vessel in dock, and 83 Light Vessel repairing alongside.

The "Queen of the May" is in dock at Baird Bros. yard, North Shields, and the "Bothal" and "John Jackson" are repairing alongside.

Messrs. T. Mifflin & Co., Ltd., Gateshead, have the Jolly Hugh in dock. The Jarrow Dry Dock and Shipbuilding Co. (Blyth) have secured an important contract for repairing the Moor liner "Linkinor." The repairs are extensive and consist of fire, stranding and collision damage, which will keep many men employed for some weeks.

On the Wear, the "Hollywood" is at Austin's Dock, the "Juliet" and "June" at Duxford's Quay, the "Lysa" at Austin's Quay, the "Newton Abbot" at No. 1 Graving Dock, and the "Essex Heath" at Greenwell's Quay.

Messrs. Wm. Gray and Co., Ltd., West Hartlepool, have been carrying out repairs afloat to the "Thirly," "Tharla," "New Westminster City," and have been repairing in dry dock the "Firby" and "City of Winchester."

## N.Y.K. LINE

NEW MOTOR VESSEL COMING  
IN NOVEMBER

The Nippon Yusen Kaisha's new 16,500 ton M.V. "Asama Maru" is due here in November, from Japan.

She was built and engined in Japan, and can accommodate 207 first class passengers, 30 second class, and 500 steerage.

The vessel will ply between Hong Kong and San Francisco. A sister ship to her is the "Tatara Maru," which will arrive later in the year, and ply between the same ports.

## THE GREAT LAKES

Shipping on the Great Lakes has lately assumed great proportions, and finds active employment in the grain carrying trade throughout the navigation season. Many of the finest vessels in the trade have been built chiefly on the North-East Coast, where for two or three years past they have contributed substantially to the shipbuilding work in hand. It appears from a New York announcement that financiers there have now started a project for completing the several steamship companies about seven in number, to one concern with a capital of \$20,000,000. If the scheme matures, it is estimated to include 115 freight vessels of about 1,000 tons d.w. capacity. Naturally, in the special circumstances of the trade, it is one that lends itself to a combination and one central control.

## MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of France," Capt. S. Robinson, C.B.E., R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at 6 a.m. on July 31 (Wednesday). The C.P.S. R.M.S. "Empress of France," arrived at Manila on July 25 (Thurs.) at 7 a.m., leaves Manila on July 26 (Fri.) at 4 p.m., and is due at Hong Kong on July 28 (Sun.) at 9 a.m.

## CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Java" are reminded to take delivery of their goods which will be subject to rent after July 27.

Consignees of cargo ex S.S. "Benvenue" are reminded to take delivery of their goods which will be subject to rent after July 29.

## HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Dohereck during the years 1897, 1898 and 1899.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low water must not be considered to coincide with the times of slack-water, and change of current, the two phenomena being quite distinct.

| Date                 | High Water    | Low Water     |
|----------------------|---------------|---------------|
| July 19 to 25, 1929. | Standard Time | Standard Time |
| Fri. 19              | 7:20          | 6:05          |
| Sat. 20              | 10:15         | 3:05          |
| Sun. 21              | 10:40         | 3:25          |
| Mon. 22              | 8:11          | 2:11          |
| Tue. 23              | 4:50          | 1:05          |
| Wed. 24              | 11:29         | 11:05         |
| Thurs. 25            | 10:10         | 9:55          |
| Fri. 26              | 10:47         | 9:10          |

## NEW SUNBEAM

WORLD FAMOUS YACHT'S  
SUCCESSOR

FOR SIR W. RUNCIMAN

An interesting launch took place at Messrs. Denny shipyard today (says the Dumbarton correspondent of the "Journal of Commerce" of June 21), when the auxiliary three-masted schooner "Sunbeam," built for Sir Walter Runciman, was successfully floated. Designed by Messrs. G. L. Watson and Co., naval architects, Glasgow, the new yacht replaces Sir Walter's former vessel of the same name, which was long in the possession of the late Lord Brassey, and holds the record for mileage of any sailing yacht in the world, having during her career of fifty-five years covered 530,000 miles. She is now being broken up, but, to continue the tradition, her figurehead and steering wheel are being transferred to the new vessel.

The new yacht is larger than its predecessor, and is 190 ft. long by 30 ft. by 29 ft. 6 in., with a clipper stem. She presents a very graceful appearance. The accommodation consists of ten large staterooms on the cabin deck, each fitted with a cot berth, a large dining saloon at the after end, and on the upper deck a deck saloon, smoking room and business room. The cabins and public rooms are finished in mahogany and walnut. The auxiliary propelling engine is a two-stroke Atlas diesel motor developing 400 brake horse-power.

Mr. Maurice E. Denny, proposing the name of the yacht, and her godmother, said that in Lady Brassey's book it was stated that one day the old "Sunbeam," under sail, logged over 300 miles. There were many passenger ships to-day under steam that did not do much better than that. As a result of the launch he asked Mrs. Runciman to accept a diamond wrist-watch.

Mrs. Runciman, in acknowledging the toast and gift, said there was no more beautiful sight in the world than a ship under full sail in a blue sea and a good breeze. The joy of yachting was the joy of sailing, but she would feel grateful sometimes, she had no doubt, for the engines which were going to be put on board.

Tribute to Builders  
Mr. Walter Runciman, M.P., replying for his father, said it would be very difficult for the new "Sunbeam" to beat the old record, but when the contract was placed with Messrs. Denny they knew they were taking the best steps to rival the old boat, and they were fortunate not only in the builders but the designers. Not only had Messrs. G. L. Watson and Co. designed many fine yachts, but scores and scores of lives must have been saved as the result of the skill shown in the design of lifeboats by Mr. Barnett and his predecessor, Mr. G. L. Watson.

Mr. J. R. Barnett, in acknowledging the toast, remarked that what Mr. and Mrs. Runciman had said was surely sufficient incentive to finish this Sunbeam in the best way they could, and try to make her a satisfactory vessel.

Referring to what Mr. Runciman had said about the lifeboats, he observed that they had a great variety of types of lifeboats in the institution, and within recent years the designs, owing to tunnels and other peculiarities, had become very difficult. He had therefore obtained the permission of the committee of the institution to allow him to get Messrs. Denny to test several of these designs, and they had completed quite recently the testing in their tank of one of the latest designs for a twin-screw tunnel lifeboat. It was extremely gratifying to find that Messrs. Denny's test confirmed that they had been working on the right lines.

The Chairman, speaking of the lifeboat tests, said their carrying out was the most difficult his firm had undertaken. It was, therefore, with great pleasure they were able to forward to Mr. Barnett a favourable report.

## NEW CONSTRUCTION

New sea construction is still forward, as last month (says "Railway and Marine News" (Seattle) of June) as shipowners prepare to meet modern conditions, something which

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Pres. Lincoln Tues. Aug. 13 Pres. Cleveland Tues. Aug. 20  
Pres. Madison Tues. Aug. 27 Pres. Pierce Tues. Sept. 3  
Pres. Jackson Tues. Sept. 10 Pres. Taft Tues. Sept. 17

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Pres. Monroe Sun. July 28, 8 Pres. Garfield Sun. Sept. 8, 8  
Pres. Wilson Sun. Aug. 11, 8 Pres. Polk Sun. Sept. 22, 8  
Pres. V. Buren Sun. Aug. 25, 8 Pres. Adams Sun. Oct. 6, 8

### TO MANILA

Pres. Grant Sun. July 30 6 p.m. Pres. Madison Aug. 17 6 p.m.  
Pres. Lincoln Aug. 3 6 p.m. Pres. Cleveland Aug. 27 6 p.m.  
Pres. Cleveland Aug. 13 6 p.m. Pres. Jackson Aug. 31 6 p.m.

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Estimates furnished on application.  
Hong Kong, April 1, 1924.

cannot be caught up with in a day. The sailing vessel has gone into discard and rapidly following it are the old time steamers; developing a minimum of speed for the fuel consumed and taking up a large part of the cargo space for the bunkering. These types are not commercially economical and are being replaced by new models, turbo-electric and turbine. Moreover, the growth of trade in perishables has made an insistent demand for refrigeration space. Many of even modern vessels, whose builders did not foresee this development, are now being fitted up with cold storage.

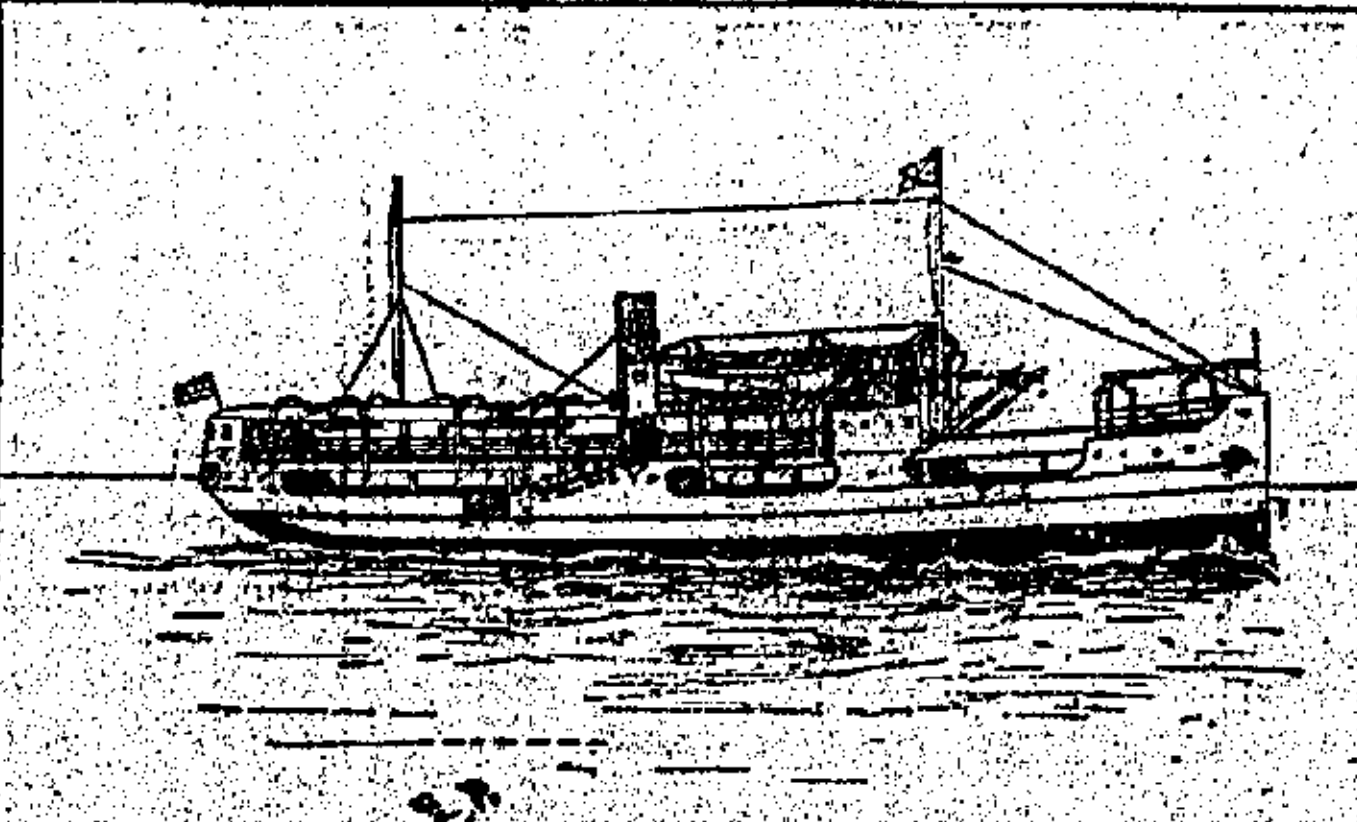
Hence shipyards are busy, especially those which are up to date in their facilities and, particularly, all which are able to command a ready source of trustworthy building material.

In one of these respects, that of turbo-electric and turbine, moreover, facilities, little advance criticism may be made of Pacific yards but in the other, cost of material, the coast has not come into its own.

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**R. M. DYER, B.Sc., M.I.N.A.,** Kowloon Dock, Hong Kong.



**Kowloon K. 19.**

**St. George's Building, 100 House Street.  
Tel. Central 135.**

Miss May Peck, aged 19, of St. Albans, was killed when the motorcycle on which she was riding pillion came into collision with a motor-car on the St. Albans-Watford road.



## EDUCATION DEPARTMENT

## Annual Report Of The Director

## MORE COST; LESS INCOME

The report of the Director of Education for the year 1928 states:—

1.—Staff.  
Mr. T. J. Price, B.Sc. joined the Staff on appointment from England.

I have to report with deep regret the loss to this department by the death of Mr. R. J. Birbeck, M.A., who died in June while on leave, after twenty-five years service. A portrait of him was unveiled in Wansai School where for many years he had been Headmaster and was held in affectionate esteem.

At the end of the year the staff consisted of:—

|                | British | Non-British | Total |
|----------------|---------|-------------|-------|
| Inspectors     | 2       | 1           | 3     |
| Sub-Inspectors | 27      | 56          | 83    |
| Teachers       | 27      | 133         | 160   |
| Total          | 56      | 190         | 246   |

Four Students-in-Training and one Educational Scholar graduated at the University and were appointed to masterships in Government Schools.

At the end of the year the number of University Trained Teachers Graduated on the staff was 22.

2.—Pupils in Government Schools  
Particulars and Statistics of the various Government Schools are given in Table III.

A.—British Schools

For the last 8 years Kowloon Junior School has been housed in the Gun Club Hill School Building leased by Government from the Military Authorities. In the autumn of 1928 notice was given by the latter of their intention to terminate this lease on January 31, 1929, as the building would thenceforward be required for purposes of a Garrison School.

Satisfactory arrangements were made to adapt "Parkside" to the uses of the Kowloon Junior School, and were nearing completion at the end of the year.

A valuable extension to the Central British School was made during the year. This took the form of an Annex at the back of the main building and consists of four spacious classrooms and a cloakroom. One of these rooms is specially furnished as an Art Room.

The total number of pupils on roll at the 5 schools, Central British, Kowloon Junior, Peak, Victoria British and Quarry Bay was 436. In 1927 it was 469.

B.—English-teaching Government Schools

(for other than British pupils).  
The total number of pupils on roll in 1928 was 3,238 as against 3,119 in 1927.

King's College which had been used by the Military Authorities as an emergency hospital in 1927 performed its proper function throughout 1928, and in December 1928 the number of pupils on its roll was 619 as against 496 in December 1926.

The four Government Schools (Queen's, King's, Belkiss and Central British) which enter pupils for the Hong Kong University Matriculation, Senior and Junior Local Examinations did very well this year, with a total of 141 passes and 48 failures.

A report on the work throughout these schools is given in Annex A.

In December the new school at Cheung Chau was completed and occupied. At last after 21 years we are in a permanent building of our own. It is a fine brick building, of which the P.W.D. may well be proud, with accommodation for 150 pupils and up-to-date equipment.

A munificent endowment to provide free scholarships was made by Mr. Woo Hay-tong, an old boy of Queen's College. He has drawn up an Indenture by which a sum representing a present income of some \$8,400 a year is secured for the provision of free scholarships distributed through all the Government Anglo-Chinese Schools, and for substantial provision of a similar kind at St. Joseph's College, the Diocesan Boys' School and the Diocesan Girls' School.

Another generous gift to education was made by the late Mr. Tsui Kung-po who bequeathed a sum of \$10,000 for provision of free scholarships.

C.—Grant Schools  
In April a Branch of Wah Yan College at Mong Kok was formally

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opened by the Director of Education. It is in a new building, towards which the Government assisted with a Building Grant of \$10,000, and has accommodation for some 370 pupils.

A substantial grant was also made to the Diocesan Girls' School towards the cost of an excellent covered playground and other desirable improvements to the school building.

The Ying Wa Girls' School completed its fine new premises in Bonham Road towards which Government has in all contributed \$50,000 under the provisions of the

Code. The final \$9,000 of this sum was paid in 1928.  
Much good work is done in the Grant Schools, which are 11 in number with a total of 4,257 pupils. The tendency to premature promotion, though not so marked as it has been in the past, is still an observable weakness.

D.—Vernacular Schools  
The competition to enter the Government Vernacular Middle School is shown by the large number of candidates (235) who sat for the entrance examination.

The special Final Examination of the Middle School Division, was again conducted by the Hong Kong University.  
Two pupils were successful and they, together with the four who passed in 1927, are to enter the new School of Chinese Studies which is to open at the University in 1929.

It is once more a pleasure to refer to the Vernacular Normal School for Women which continues to do admirable work. Some of the 4th year Normal Students who have just passed out are fit to take their place as advanced Vernacular Teachers anywhere.

The number of private Urban Vernacular Day Schools was 658 with a maximum enrolment of 36,642 as against 590 and 31,010 in 1927.  
Of these pupils, 12,432 were girls, 218 or one-third of the total number of these schools, received Subsidies from Government totalling \$92,280 as against 196 and \$88,100 in 1927.

There were also 20 Private Vernacular Night Schools with a maximum enrolment of 423.

Rural Vernacular Schools at the end of the year numbered 182 with a maximum enrolment of 5,290 as against 185 and 5,875 in 1927. More than half, viz. 101 schools with 3,558 pupils received subsidies from Government totalling \$12,985, a slight increase on the 1927 figures.

The local interest in Vernacular Studies, so marked in the last few years, has been well maintained. Figures are by no means everything, but they reflect a tendency, and it is interesting to note the Vernacular pupil totals of 1918, 1923 and 1928, which are respectively some 16,500, 29,000 and 42,000.

E.—Technical Institute  
The Technical Institute designed to supply instruction in various subjects for those desiring the opportunity of evening study, was well attended. Details are given in Table VIII.

3.—Board of Education  
The Board met six times during the year.

The calamity of Mrs. Hickling's death removed one of the original members of the Board and a personality that cannot be replaced.

A further loss was suffered in the resignation on retirement of Dr. T. W. Pearce, another old friend and staunch supporter.  
Mr. H. K. Woo and the Rev. F. Short were appointed to the Board in February and April respectively.

4.—Board of Examiners  
The Board met 29 times and held 7 examinations of Hong Kong Cadets, 26 examinations of subordinate officers under G.O. 115, 11 examinations of officers studying for Bonus under G.O. 120, 1 examination of Interpreter and 9 examinations of F.M.S. and S.S. Cadets and police probationers.

In addition to this, Language Examinations of Police Officers and Gaol Warders were conducted by the Sub-committee at the Police Road Quarters every Tuesday afternoon.

4.—Health  
The following extracts are from the report of the Medical Officer for Schools, Dr. E. M. Minett.  
Dr. Minett was in England for the greater part of the year, and during that time her place was very efficiently filled by Dr. (Mrs.) L. M. Stanchiff.  
"Only the Entrant Group was

inspected—this includes children of all ages, the majority of entrants in the Anglo-Chinese schools are to the lowest class, where age must be under 13, but entrants come also to other classes, at a higher age. In the British schools, entrants may have been at other schools abroad so that here also, the "Entrant Group" is of no definite age as it is in England.

"Specials" have usually been seen with the Entrants, and have been counted with them. Full advantage is not yet taken by the teachers of the school medical service, and many teachers do not yet note the defect that are outstanding in members of their classes. Vision defects are usually noted.

Re-inspection of Children Found Defective

A larger percentage than formerly of the children inspected have been found defective. This is partly due to slightly different methods employed this year. In former years neither a small "fixed defect" such as a deflected nasal septum, nor a transitory defect such as nasal catarrh in damp weather, were counted; stress being laid on the more remediable defects. One defect, such as decaying teeth, is likely to be accompanied by others, such as enlarged tonsils, growth of adenoids, mouth breathing, enlarged neck glands, and subnormal lung development, but in recent cases, remedy of the outstanding defect—in this case, dental treatment, will certainly improve, if not entirely cure, the accompanying conditions. It is therefore often a matter of "personal equation" whether such a case be noted as "defect"—dental or "defects"—tonsils, adenoids, glands, etc. This alters numbers very considerably.

Vision defect still stands out, as in former years. This is the only defect for which satisfactory treatment is given, Dr. Morrison making refractural and retinoscopic examinations of all children found to be defective, in Anglo-Chinese schools.

The figures of Dr. Morrison's clinic have been

|                       |      |      |      |
|-----------------------|------|------|------|
|                       | 1926 | 1927 | 1928 |
| Cases seen            | 253  | 215  | 225  |
| Provided with glasses | 215  | 159  | 192  |

Myopia accounts for over 75% of the total defect. Possibly the Chinese as a race have a tendency towards myopia, research on the earliest ages at which it is found is much needed. This could be done only in Vernacular Schools, where children enter before learning to read. Most of our "entrants" have already spent from 3 to 7 years on Chinese reading and writing.

School clinics are much needed, and one hopes for their establishment later. A larger number of British parents are coming each year for interviews and advice, having been accustomed to the Medical Service in Schools in England. Only a few Chinese parents attended inspections, but now that health visiting has begun, there is no doubt that more interest will be taken.

Whooping Cough  
A brisk epidemic of this disease occurred during the months January to June—cases occurring in all the British schools varying from 1 at Central British School to 14 at Victoria British School and 22 at the Peak School. Closure, complete and partial, was made but closure tends to have little effect when children are allowed to meet at play and at various entertainments "out of school." In many cases children's first signs of illness are noticed earlier in class than at home. For the comfort of parents it might be said that the infectious common here, measles, whooping cough, chicken-pox, mumps, diphtheria, run a much milder course in this sunny climate than at home, chest or other complications being rarely seen.

Two teachers were quarantined during the year on account of illness among their own children.

Cases of chicken-pox, diphtheria, mumps and typhoid were also reported upon by the Medical Officer for Schools.

Tuberculosis is of very grave importance in the Colony.  
We are trying to prevent all spitting on school premises, and to dispense with spittoons in boarding-schools, but progress in this direction is necessarily slow where the habit is so constant in the streets.

Schools of a more open air type are gradually coming into being, and this is one step in the right direction.

Nutrition  
It has not been possible to make any advance in data this year. As was forehadowed in last year's report, our results are not so over average as they seemed—the English standard has definitely improved within the time since the reports we had for comparison were published.

Efforts are made to impress on children the value of a clean tuck shop, and of a meal between morning and afternoon study. Where playgrounds are provided and boys go on from school to games, this is particularly necessary. A few school tuck-shops give opportunity for a nutritious cooked meal being taken.

Hygiene is now a compulsory subject in each year of the Teachers' Course of the Technical Institute, and is also entering as "an essential part" into the educational course at the University.

Physical training has been somewhat increased in the schools. Domestic Science may be offered for the Junior and Senior Locals, but is apt to be treated as a "book learning" subject, and cookery, housecraft, and infant welfare is taken practically in very few schools.

School Nurse's Work  
This, by our trained nurse Miss Sham Yan-lin, has been much increased in usefulness this year.

She has visited 105 homes, from which children who were found to have some remediable defect, came to school. Many of the parents were unwilling to take steps towards remedying unhealthy conditions, but in a large number of cases, mothers were glad to have an opportunity of getting information which might help them to make healthier homes. In only one case was Nurse refused admittance.

Lectures, with and without lantern slide illustration, have been given, chiefly by Nurse, a few by the Medical Officer to a vernacular school, a young amah's class, and one or two other gatherings where health is being discussed.

Our senior girls are being encouraged to join the Nursing division of St. John Ambulance Brigade, and Girl Guide work is gaining ground, and improving health, in several of the schools.

All Government Schools (Anglo-Chinese and British) were inspected during the year. Various improvements have been made, usually in the form of better lighting, better patterns or grading of desks, and improved flushing or cleaning of latrines.

Sanitary arrangements, cloakrooms, lavatories, and latrines, are receiving more attention as parts of school premises not less important to education than classrooms.

Half yearly inspection of eleven Grant Schools were made, particular attention being paid to dormitories and rooms of boarders.

Various improvements of premises have been carried out, chiefly in the direction of more light, more air, more space, and more exercise.

7.—Revenue and Expenditure  
The only Revenue collected by this Department comes from school fees, which amounted in 1928 to \$177,392.76 as against \$121,981.75 in 1927.

The Expenditure was \$1,103,540.35 an increase of \$12,117.14 over the previous year. These figures do not include Expenditure on School Buildings or Furniture which are debited to Public Works.

The increase was mainly due to expenditure under Personal Emoluments and Equipment.

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The increase was mainly due to expenditure under Personal Emoluments and Equipment.

## ROUND THE CINEMAS

THRILLING FRENCH FILM AT QUEEN'S

SUPERB COLOUR SCENES

"Casanova, The Prince of Adventurers," which will be screened at the Queen's Theatre from to-day to Saturday, is a product of the famous Film de France Studios, and has been called "France's greatest film."

The story deals with the adventures, some thrilling, others amusing, of Casanova, a gentleman adventurer and a great lover. From peasant maid to princess, this handsome philanderer switches his attentions with alarming rapidity and abandon, but each one he loves and loves exquisitely. The title role is played by Ivan Mosjoukine, who will be remembered for his wonderful performance in "Michael Strogoff," another outstanding picture which has been in Hong Kong. Possessed with a distinctly unusual and refreshing personality, Mosjoukine, who has been described by the Home Press as "Europe's Screen Idol," fairly captures the audience from the very first reel, according to well-known film critics. The story, which goes with a fine swing from beginning to end, is extremely interesting and ends in a thoroughly satisfying climax. Superb colour effects in the new French Techni-colour process greatly enhance many of the court and carnival scenes. It is said. Among the many other outstanding features of this remarkable production, are two thrilling sword duels, one of which is strongly reminiscent of Douglas Fairbanks. Altogether, quite an unusual production will be shown, which the public in general as well as the regular movie fans will be well advised not to miss.

Using petrol to light a fire, Mrs. Dorothy Ball (74), of High Park-road, Southport, was burned to death through her clothes catching fire.

THE "TALKIES"

New York, Yesterday.  
The Western Electric and Radio Corporation are negotiating with representatives of German interests for the use and standardisation of talking film equipment, and the settlement of patent litigation through an exchange of patents.—Reuter.

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BRILLIANT COMPANY  
OF VERSATILE STARS  
SATURDAY, JULY 27TH  
AT 9.15 P.M.  
ADMISSION:  
ONE DOLLAR.

## SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel—Dinner Dances, 8.30 p.m.  
To-day—Y.M.C.A. Social Evening and Farewell to Mr. P. Sands, 9 p.m.

Entertainments

To-day—Queen's Theatre: "Casanova, The Prince of Adventurers."  
To-day—World Theatre: "Square Crooks."

To-day—Star Theatre: "Boxer Bride."

To-day—Majestic Theatre: "The Loves of Pharaoh."  
July 27—Brilliant Company of Versatile Stars, at Kowloon Cricket Club, 9.15 p.m.

Home Mails

To-morrow—Inward from Europe via Siberia ("Suwa Maru").  
To-morrow—Outward for Straits, Africa, Egypt and Europe via Marseilles ("Suwa Maru") 9.30 a.m.

Land Sales

July 29—At P.W.D. Offices, four lots of Crown land, at Wong-nei-cheong, Wanchai Gap, Shamshuipo and Prince Edward Road, 3 p.m.

## TROUBLE ENDED

FENG'S MEN RETURNING TO NANKING

Nanking, Yesterday.

The Vice-Minister for War, General Lu Chung-jin; Feng Yu-hsiang's chief of staff, Tiao Hao-sen; and the Director of the Aviation Department, Hsiung Pin—who were all participants of Feng Yu-hsiang (the "Christian General") and left Nanking before the recent crisis—have arrived to resume duties.

Mr. Y. L. Tong, Vice-Minister for Foreign Affairs, is expected next week. This is regarded as indicating that the recent political and military misunderstandings have been satisfactorily settled.—Reuter.

## S. AFRICAN POSTS

REVISED ESTIMATES

Capetown, Yesterday.

Revised estimates introduced into the Assembly provide for the appointment of Ministers Plenipotentiary to Rome, Washington, and The Hague; Commercial Secretaries at Milan, New York and The Hague; a Commercial representative at Hamburg, and a Consul-General at Lourenco Marques.—Reuter.

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Londres Finos ..... 25's 7.75 " "  
Bouquet de Salon .. 25's 6.25 " "

LA CORONA:  
Coronas ..... 25's \$21.50 per box  
Half-a-Corona ..... 25's 11.25 " "  
Celestiales Chicos .. 25's 10.75 " "

EL AGUILA DE ORO "BOCK Y CA":  
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## Sport Columns

### GOLF PUTTING

HOW T. D. ARMOUR MASTERED  
AMERICAN SYSTEM  
"ANNUAL INQUESTS"

When all is said and done in the annual inquests concerning the results of the British Open Golf Championship, the opinion invariably asserts itself that the Americans beat us so regularly in this long-drawn-out test of 72 holes by score play because they are the better putters.

I feel sure that the belief is justified. There is very little wrong with the way in which the leading British golfers hit their drives and iron shots. Indeed, I cannot see that in these departments they are one whit inferior to the Americans. Very seldom, however, does one hear of a British player who secures an average of less than two putts per green, whereas the more successful United States golfers beat that average by two or three strokes in nearly every round.

It is a very curious fact that, while we have so many schools of thought in connection with golf science that the person who takes them all seriously is likely to end in distraction, we have no clearcut ideas concerning the mechanics of putting.

It is the Cinderella of the game in Britain. It is an unavoidable nuisance; a pettifogging bother that has to be tolerated because it exists as a means of rounding off the play at each hole. Nevertheless, it is the only detail in which the Americans excel us definitely, and they do it because, like the Prince in the fairy tale, they see this Cinderella as an enchantress instead of as a serving maid.

Gene Sarazen's Distinction  
If you stay at the same hotel as the Americans, you cannot help being struck by the contrasting national attitudes towards putting during after-dinner discussions. Gene Sarazen expressed the difference in two sentences on the occasion of a recent visit.

"When a new player comes to the front," he said, "the first thing you ask in Britain is, 'How far can he drive?' The first thing we want

to know in America is, 'What kind of putter is he?'"

No doubt in the United States they also want to know something about his power in the long game, because it has an irresistible appeal to the primeval instincts; but it is the truth that they note a golfer primarily by the science (not the happy-go-lucky fluking) which he shows in the playing of the short game.

To T. D. Armour, who won the United States Open Championship two years ago, the question was put: "Why do the Americans beat us at putting?" He seemed to be a particularly good man to consult on the point. In his days as an Edinburgh amateur he was a notoriously bad putter. He could drive as well as anybody; he had no superior, and very few equals, as an iron player; but he possessed positively no conception of a reliable method of putting.

When he settled in America, he developed such consistency of success at the short game that he won a series of tournaments which constituted a record without parallel in one season there, and which culminated in his victory in the championship. Clearly there was a reason.

One Wrist Against the Other  
"It was simply that I very soon found that the Americans had discovered the plain mechanics of putting," he said. "They work one wrist against the other. They do not try to work the two wrists in unison, which is the British way, and which usually results in the club-head being taken off the straight line in either the back swing or the forward swing—or both. They press it back straight with the left wrist and forward with the right wrist. It makes putting simple."

I am certain that this is the system of Walter Hagen, and Hagen is unquestionably the greatest putter that has lived since the days of the late Walter Travis. Wonderful though he is in finding the most profitable way out of the bunkers and other seats of retribution, it is only his putting that keeps him going and enables him to win. Without it he would not have secured one British Championship, let alone four.

I admit that Hagen has an imagination unique, a supreme brain-calm that enables him to hole the putt that is most wanted. It is usually the putt of about three or four yards. And if you have watched him closely—as I have done on many occasions—you know when he is going to hole it. The need is urgent. He has that putt for a half in a match, or for a 5 when it might mean an ugly 6 in a scoring competition.

Hagen's fingers twitch nervously on the club handle. He lifts them and closes them on the grip. This is the sign that he is going to hole the putt. His concentration is complete. And in the ball goes.

Hagen's Fool-Proof System  
It is perhaps a silly little thing to notice, but there is none of this twitching of the fingers when he is not going to hole the putt. But a temperamental trait does not sum up the art of putting. Hagen succeeds primarily because his mechanics are correct. His system has been described by George Duncan as being very nearly "fool-proof"—which is truly an illuminating phrase.

For a putt up to three or four yards Hagen rests his left wrist on the left thigh, takes the club back with the left hand, and hits with the right. The left wrist remains in position until the impact, and then goes forward to accommodate itself to the right, but only as a resistance to the right.

This, at least, seems to be Hagen's way, and it symbolises the American system of putting. It is always one wrist working against the other.—Harry Vardon.

The bookmakers' syndicate spent \$50,000 in purchasing shares in tickets in the Stock Exchange Sweep.

### KOWLOON TONG

REPLIES TO MR. BRAGA'S  
QUERIES

#### NO COMMISSION

At the afternoon meeting of the Legislative Council the Hon. Mr. J. P. Braga asked a series of questions relating to the promotion and financing of the Kowloon Tong and New Territories Development Co., Ltd., as follows:—

1. What are the respective dates and amounts of the premium paid for Crown land leased to the Kowloon Tong and New Territories Development Co., Limited, under Clause 5 sub-sections (a), (b) and (c) of the Agreement dated October 26, 1922, between the Government and the Company?

Answer—1. Only the 1st payment of one-fourth of the Premium, viz., \$106,149.78 under clause 5, sub-section (a) of the agreement has been made. This payment was made on January 16, 1925.

Under clause (b) of Clause 5 it is provided that one-fourth of the total amount due on the Kowloon Tong property shall be paid on the date of the notification in writing from the Director of Public Works to the Company.

Notification was duly made by the Director of Public Works to the Company in a letter dated April 11, 1928, to the effect that the entire area of the Kowloon Tong property had been formed to the approved levels in accordance with Clause 4 of the Agreement and the Company was called upon to pay into the Colonial Treasury a sum of \$106,149.78 being one-quarter of the premium due on the property.

The Treasurer repeated this demand for payment on May 10 and received a reply from the Company to the effect "that this Company is not at present in a position to pay the premium demanded."

The Treasurer sent reminders but payment has not yet been made.

2. Is it a fact that there is still owing by the Company to the Government a sum of \$318,450.14 as the balance of land premium?

Answer—2. When the whole scheme has been completed Government will under sub-clauses (b) and (c) of Clause 5 of the Agreement be entitled to receive in all a sum of \$315,827.22.

3. In view of the fact that about one-sixth of the estimated total cost of land and building is paid by each out of the 242 subscribers to the Scheme upon his signing the

### LAWN TENNIS

HONG KONG CHINESE TO  
COMPETE IN MALAYA

The fact that the Malayan tennis championships are open to all comers permits of another interesting addition to the competitors this year. It will be recalled that last year Mr. Ford, the West Australian champion, entered, but met with no success. This year Mr. M. W. Lo, the Hong Kong champion, is to try his hand, and he arrived in Singapore by the "Hakone Maru" July 18.

In addition, his sister, Miss E. Lo, is to compete, and will be the first Chinese girl to take part in the Malayan championships.

Khoi Hooi Hye, who last in Hong Kong, beat Lo 6-1, 6-2.

The championships are to be played at Kuala Lumpur, starting on August 5.—"Straits Times."

### BOXER IN CRASH

JOHNNY CURLEY IN HOSPITAL  
WITH FRACTURED LEG

Johnny Curley, the boxer, was lying at Charing Cross Hospital, London, in mail week suffering from a fractured leg sustained at Waterloo Bridge when a car in which he was travelling collided with a street refuge.

In the car were Bernard Dillon, the ex-jockey, and two other men who were taken to the hospital. Dillon was found to be suffering from severe shock, but was not detained. The other two passengers were treated for slight cuts.

Agreement with the Company, and before any actual work is commenced, what is the explanation for the large sum stated in Question 2 being still unpaid to Government in respect of land premium?

Answer—3. This explanation can only be given by the Company.

4. Has the Government knowledge of a circular letter, dated July 2, 1929, issued over the signature of the Managing Director in which the sum of \$2,990,258.49 is stated as the sum "which represents the total amount payable by the entire body of subscribers under their respective agreements in respect of all the houses embraced within the Scheme," i.e., the Kowloon Tong Estate Scheme?

Answer—4. On June 18 last the Government was informed by the Kowloon Tong and New Territories Development Company, Ltd., that it proposed to issue a circular of which a copy was enclosed.

In this draft circular the sum mentioned is \$3,210,218.49 and this circular may possibly correspond to the circular mentioned by the Honourable Member.

This communication by the Company was taken by the Government for notification and merely acknowledged.

5. Is it a fact that the signatory of the letter referred to in question 4 besides being the Managing Director of the Kowloon Tong and New Territories Development Co., Ltd., is also the paid architect of the said Company and a director of the Hong Kong Excavation Pile Driving and Construction Co., Ltd., with which the contract for the carrying out of the scheme has been entered into by the Kowloon Tong Company?

Answer—5. The Government has no official information on this subject.

6. Between the period when the last Managing Director left the Colony early in 1928 and the appointment of the present incumbent to the office on May 22, 1928, is it not true that no Managing Director existed, and this being the case to whom did the Government look for the fulfilment of the agreement of 1922 during that period?

Answer—6. The Government has no information as to changes of management of this Company. The Government looks to the Company for the fulfilment of the Agreement.

7. Was the Government cognisant of the fact that for the carrying out of a scheme involving in the end a sum of nearly \$3,000,000 (irrespective of the Government share) there was registered a Company with a capital limited to a liability of only \$20,000 of which not more than \$2,000 was actually paid up?

Answer—7. Government was cognisant of the formation of this Company but has no information as to the amount of its paid-up capital.

8. Was it considered prudent to vest in a Company the right and power of absolute control of a scheme involving a few million dollars in its execution when its only visible capital was a sum of \$2,000 with shares paid up to the extent only of 10 cents each?

Answer—8. In financing this scheme the amount of paid-up capital was relatively unimportant. The important point was for the Company to obtain the confidence and support of a requisite number of subscribers and thereby justify the very costly preparation of a large tract of land for building.

9. Was any and what Government supervision exercised over the Company in the carrying out of the Company's obligations towards the Government in terms of the Agreement with the Government?

Answer—9. It is not clear to what obligations of the Company towards Government the Hon. Member refers. A reply will be given when this question is put in more definite form.

10. Is it not a fact that up to December 31, 1924, the following aggregate payments had been made by individual purchasers:—

(a) In respect of Land, \$556,925  
(b) Buildings—1st Call, 636,000  
2nd Call, 127,800  
3rd Call, 76,400

\$1,397,125

representing 18.62 per cent., 21.27 per cent., 4.27 per cent., 2.55 per cent., respectively, of the total cost of \$2,990,258 up to date?

Answer—10. The Government is not concerned in this matter and has no information.

11. If the reply to Question 10 be in the affirmative, what reason is there for a sum of over three hundred thousand dollars for land premium remaining unpaid to the Government, when the Government had already been informed that \$556,925 had been collected from the subscribers?

Answer—11. The answer to this question is not within the knowledge of the Government.

12. What steps is the Government taking to recover the debt from the Company?

Answer—12. The Agreement with Government provides that any balance of premium must be paid before Crown Leases are issued. A Crown Lease of each lot will not be issued until the premium in respect of it has been paid.

13. Is the Government aware of the fact that, in respect of land for which the Company contracted to pay the Government about \$400,000, the Company is already and had been for several years in receipt from the subscribers of over \$500,000?

14. Is the Government aware that in the Circular letter referred to in Question 4 the Kowloon Tong Company has given notice to all subscribers calling for the payment of "a further Call to the extent of 9 per cent. of the amount covenanted to be paid by each and every subscriber in respect of each and every House on the Estate" which will make a total of 109 per cent. of what the subscribers covenanted to pay?

Answer—13 & 14. The Government has no information on this subject.

15. Has the demand for payment been made with the knowledge and consent of the Government? Did not the Company write in to the Government subsequent to 1924 sending a List of Subscribers who have fully paid up all moneys in respect of their property under the scheme and calling upon the Government to issue Crown Leases for same in terms of Clause 7, sub-section (a) of the Agreement?

Answer—15. From time to time since 1924 the Company has furnished to the Government certificates under Clause 7 of the Agreement to the effect that certain persons were the respective purchasers of the lots and buildings mentioned in the certificate and were the proper persons to whom a Crown Lease should be granted in respect of each lot and that they had one and all paid to the Company under their contracts with the Company all moneys which were payable thereunder.

16. In a letter to the subscriber of House No. 111 of the Kowloon Tong Estate dated January 26, 1926, the General Manager stated: "I can now produce the documentary evidence to the Crown Land Agent (sic) and ask that your Crown Lease be made at once. The fees therein will be \$30. If you desire the Company to secure this Lease for you, I will make sworn affidavit under the Agreement, and do so for you."

Will His Excellency the Governor kindly direct that the text of the "documentary evidence" referred to above be laid on the table of this Council?

Answer—16. This is not a matter within the cognisance of this Government.

17. Will the Government appoint a Commission of Enquiry to investigate into and report on the Kowloon Tong Scheme?

Answer—17. The Government considers that the disputes between the parties interested in the Kowloon Tong Estate are not fit matters for a Public Commission of Enquiry.



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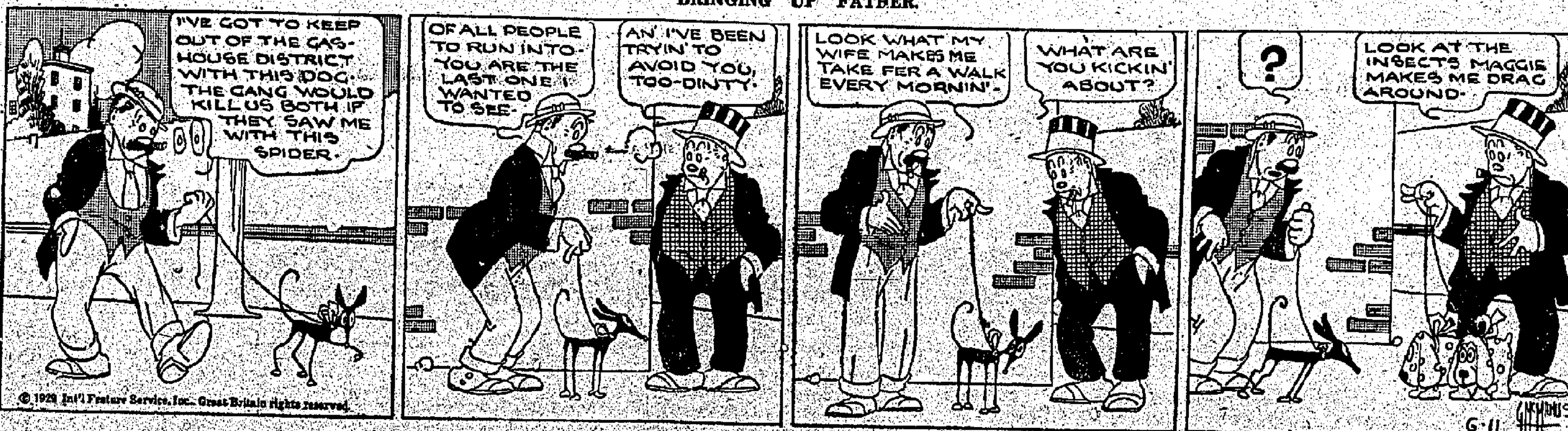
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BRINGING UP FATHER.



# World News In Pictures

## Joins His Big Chief



The inseparable co-worker and confidant of Harry Sinclair, jailed oil magnate, Harry Mason Day is now incarcerated in the same jail with his boss. He is shown above as he entered the district jail at Washington, where he is serving a sentence on charges of contempt of court.

## College Dean at 28



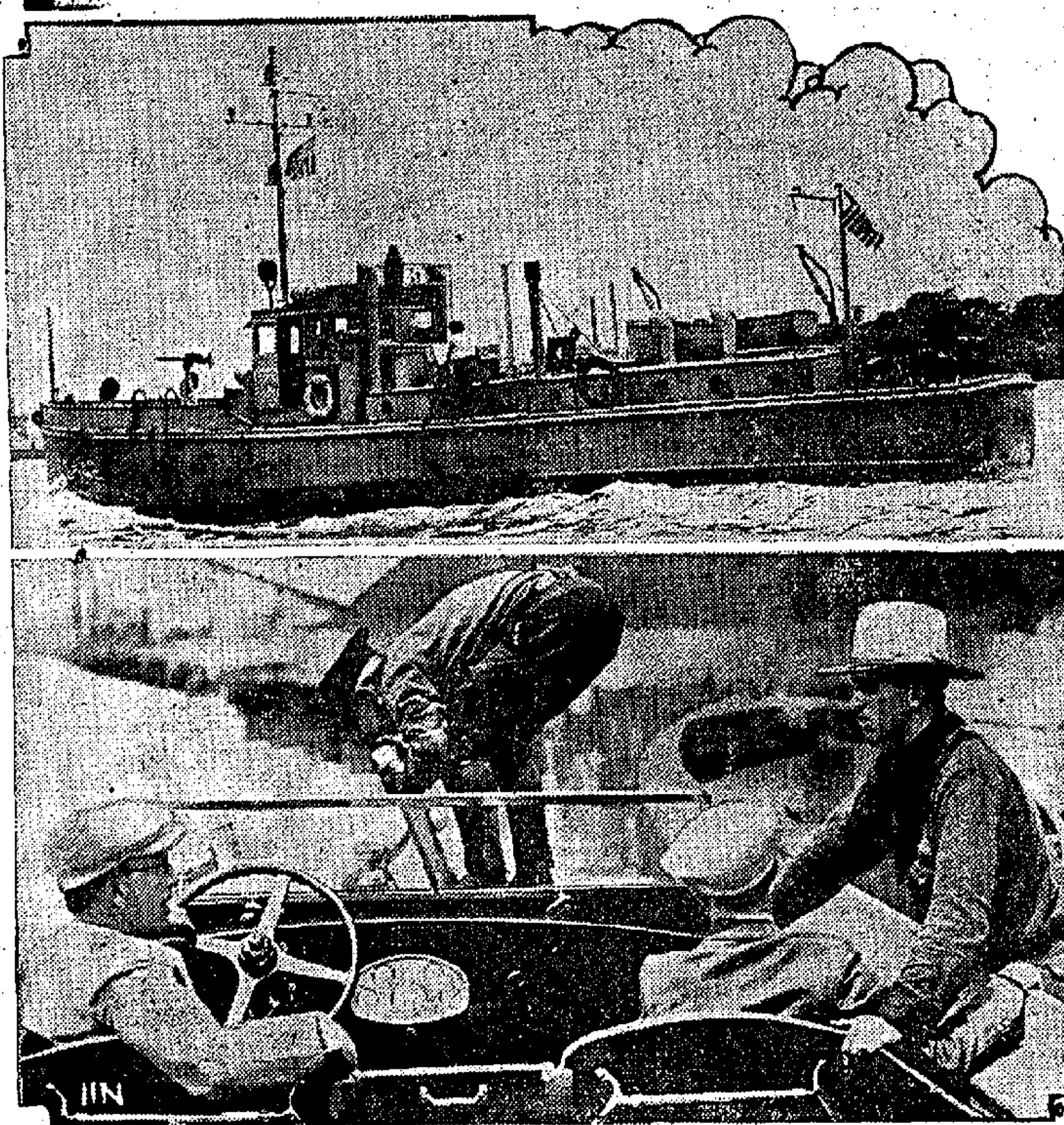
Allen C. Valentine of Glen Cove, Long Island, graduate of the University of Pennsylvania, is the new Dean of the college body at Swarthmore College. He is a Rhodes scholar and is going to England this summer to attend the Rhodes convention.

## Objects to Oath



Professor Douglas C. MacIntosh, formerly of Canada but Dwight professor of theology at Yale University since 1909, is said to have objected to swearing defence of the United States in the path of allegiance required of all those seeking to become citizens of this country.

## Border Patrol Keeps Sharp Outlook



The force of the border patrol along the Detroit river has been increased and made more effective by the addition of many new speedy patrol boats of the type shown at top. These cruisers are well equipped to handle the hazardous work in the U.S. Government's fight against the rum runners. The ever watchful customs men are shown below searching a pleasure craft in the river in their hunt for rum.

## Native Sons Welcomed Home



Nothing is too good when Paris turns out to greet anybody as witness the huge crowds, above, which awaited the three French flyers and their stowaway, Arthur S. Fisher, at Le Bourget Field, Paris. Caught by the camera in front of their plane they are, left to right, Jean Assolant, Rene Le Fevre, Armand Loti and Schreiner. They were riotously cheered for their feat of spanning the Atlantic in the "Yellow Bird."

## British Cabinet Sits for Photograph



Here are the members of the Labour Cabinet of Mr. Ramsay MacDonald as they appeared at No. 10, Downing Street, London, the official residence of Britain's Prime Minister. Left to right, front row, J. C. Clynes, Lord Farnham, J. H. Thomas, Philip Snowden, Ramsay MacDonald, Arthur Henderson, Sidney Webb (new Lord Passfield), Lord Justice Sanku and Capt. Wedgwood Benn. Left to right, back row, George Lansbury, A. V. Alexander, Sir C. P. Trevelyan, Margaret Bondfield, Lord Thomson, Tom Shaw, A. Greenwood, Noel Buxton, W. Graham and W. Adamson.

## Dry Agent Exonerated



Jonah Cox, above, border patrol agent, was absolved from blame in connection with the shooting of Archibald Euster, aged 21, at Detroit, by investigators when one of Euster's companions, Frank Cooper, admitted that he, Euster and others were running liquor across the border into the United States.

## Better Than Nothing



Whatever disappointment Arch Coleman, above, must have felt when he was defeated for the job of Congressman must be assuaged by his appointment as First Assistant Postmaster-General. Coleman resigned from his position as Postmaster to enter his unsuccessful race for Congress.



Lila Lee.

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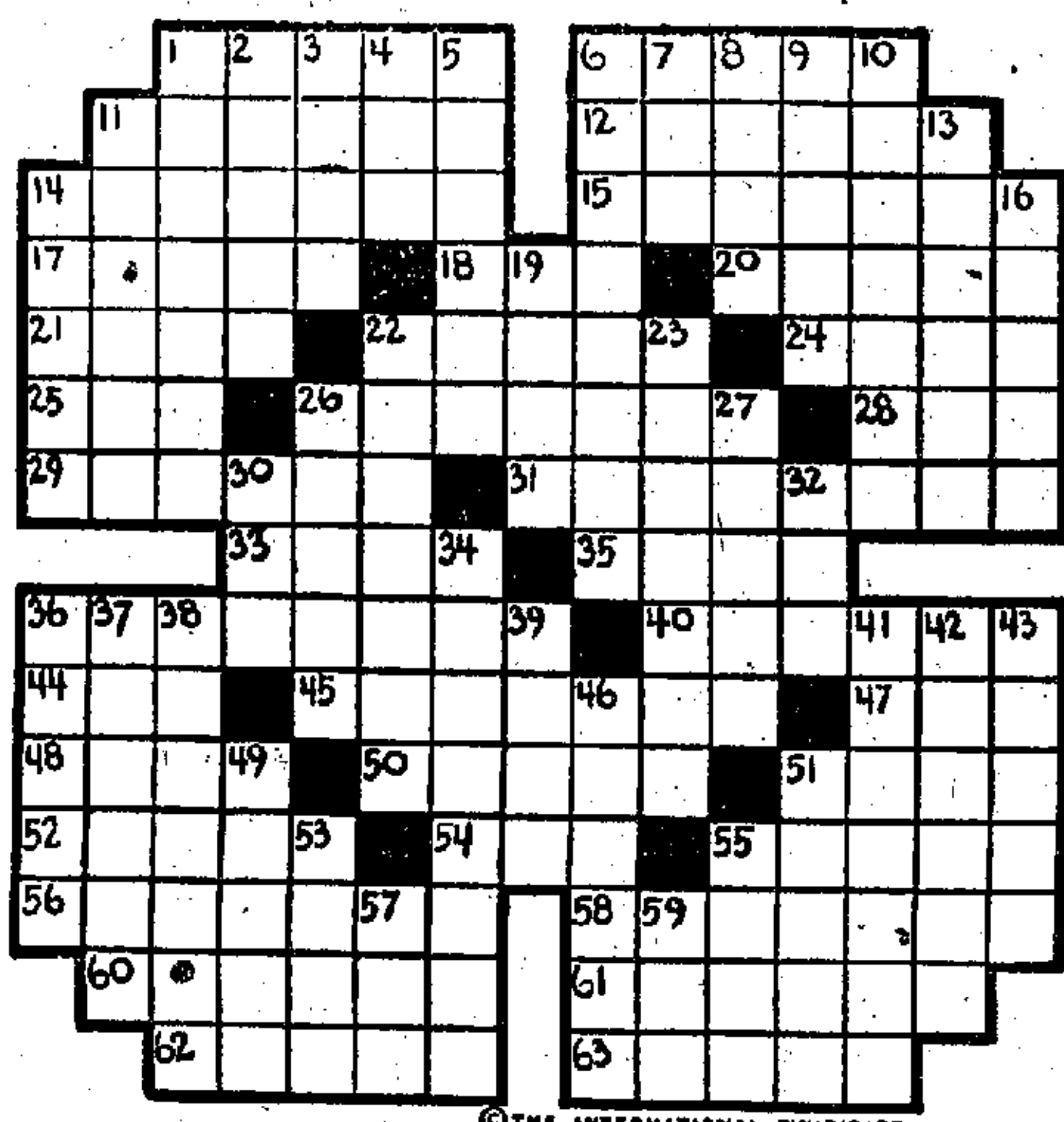
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## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, piece, and alto.)



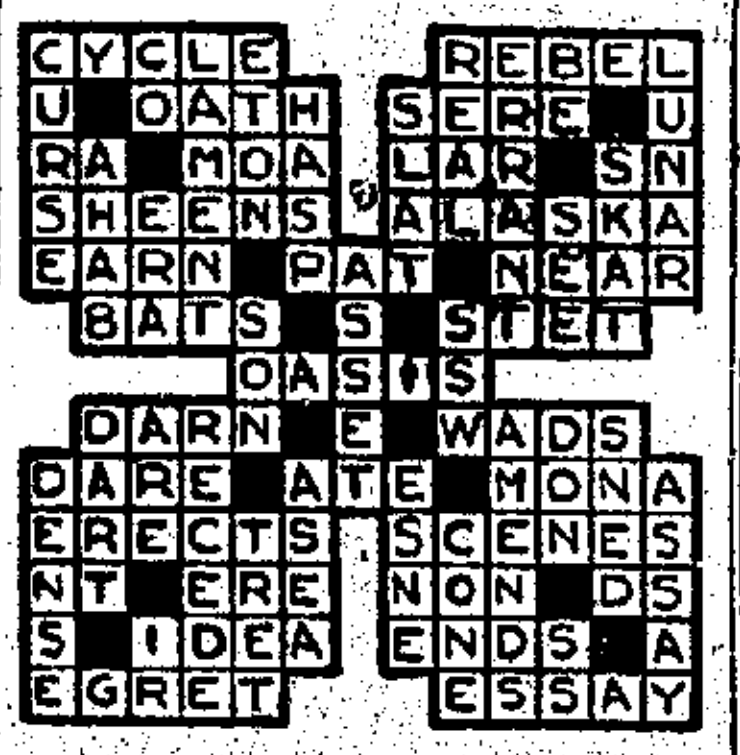
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6—Official seat  
11—Guardians of the peace  
12—Controlled  
14—Ribbed  
15—One who induces  
17—Unqualified  
18—Nickname for a society "bud"  
20—Wipe out  
21—Background  
22—Words of action  
24—Pen name of Charles Lamb  
25—Abbreviation for "English"  
26—Continued stories  
28—English money (abbr.)  
29—Offensive odor  
31—Those characterized by self-exaltation  
33—Emerald Isle  
35—Heroic narrative  
36—Crossed open work (pl.)  
40—Place in advance  
44—Western State (abbr.)

**HORIZONTAL (Cont.)**  
45—Affords pleasure  
47—Sixty-one  
48—Of advanced years  
50—Moved forward little by little  
51—Defensive body armor  
52—Dumb persons  
54—Electrified emanations  
55—Ditch used in fortification (Var.)  
56—The coining of fluid  
58—Villain  
60—Crows  
61—Succeeds  
62—To stretch (Scott.)  
63—Stagger  
**VERTICAL**  
1—A person held as a pledge  
2—Change  
3—Prevaricator  
4—A month (abbr.)  
5—Device for planting grain  
6—Game of cards  
7—Fowl  
8—General's assistant  
9—Toughen

**VERTICAL (Cont.)**  
10—Revoked  
11—Powerful  
12—Cease from  
14—Restores to health  
15—Penury  
16—Large lake  
22—Carriage  
23—Spilled  
25—Writing  
27—Agitates  
30—Without discount  
32—Frozen dessert  
34—Most necessities  
36—Covers with rich soil  
37—Debated  
38—Sawaws  
39—Granulated food starch  
41—Sudden outburst  
42—Lives  
43—Hooper post  
46—Transmitter  
49—Warehouse  
51—Type of locomotive  
53—Preserve  
55—Melt  
57—Abbreviation for military title  
59—Individual

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

### YESTERDAY'S SOLUTION



### OFFICERS GASSED

#### CORONER ON NEED OF HELMETS AND MASKS

With the evidence of the doctor, recorded on Saturday (says the "Straits Times" to hand), the inquiry into the death of two Revenue Officers on board the "Noorbar" in the Singapore Harbour, was concluded before Mr. F. G. Bourne, the City Coroner, who found that death was caused by asphyxia from inhaling carbon dioxide, a verdict of death by misadventure was returned.

In returning his finding, the Coroner added a rider to the effect that there was need for the provision of helmets for use by search

parties. Had helmets or masks been used the death of Revenue Officer No. 71 would have been prevented and might have also enabled the rescue of No. 182 in time for saving his life.

### SIAMESE MINISTER

#### VISIT TO BUSINESS HOUSES IN LONDON

Prince Parachatra, the Siamese Minister of Commerce and Communications, who is in London collecting a list of modern appliances to take back to his country, examined a new cinematograph in mail week, paid visits to business houses, and arranged to keep seven appointments during the day. Between his many engagements the Prince was vaccinated, and supervised the vaccination of his staff before going to France.

One of the business houses he visited was the headquarters of Burroughs Adding Machines in Regent Street, Labour, the Prince states, is cheap in Siam, but it is efficiency that is wanted; and he asked for particulars of the machines to be sent to him. He passed rapidly from department to department, asking question, and left the officials accompanying him almost breathless with the pace at which he worked.

### GAMBLING VICE

#### PREVALENCE AMONG YOUNG PEOPLE

##### LEGISLATION WANTED

The question of gambling among young people was discussed at the annual conference at Bath, of the National Association of Head Teachers, and a resolution was put forward by Mr. T. H. Gunn, of Hull, deploring the increasing facilities for such gambling, and asking the Government to pass legislation making it illegal for bookmakers to accept bets from minors, either for themselves or others.

Mr. Gunn declared that gambling was one of the worst enemies of the schoolmaster and schoolmistress. They were not spoilsports, but betting was the way to kill sports.

A delegate moved the previous question on the ground that it was primarily the teachers' work to train children to resist the temptation of gambling, and that they had no authority after scholars had passed out of their control.

Another delegate asked what would happen if a King took his sons, who were under 21, to Epsom, and they were not allowed to bet.

Mr. Gunn observed that they would not be allowed to bet if taken to some places on the Continent.

Eventually the motion was carried with the omission of the words "twenty-one" and the inclusion of a proposal that the suggested legislation should be applied to "young persons."

Technical Education Needed  
Regret was expressed by Mr. H. J. Jackson, Nottingham, in delivering his presidential address, that no date had yet been fixed for raising the school-leaving age to fifteen.

He declared the country could not afford to wait a decade before taking action in the matter. Their existence as an industrial nation depended upon a higher standard of education. Education in technology and art had been woefully neglected, and if Britain was to maintain its commercial and industrial supremacy, if Britain was to compete successfully with trade rivals in the markets of the world, the technical and business training of the youth of the nation must not be neglected.

A longer school life would increase the efficiency of the next generation; it would aid in reducing the serious menace of unemployment, and prevent the deterioration of young people entering industry at an immature age.

In most areas reorganisation of the system of education was being carried out with a minimum of consideration so far as the teachers were concerned.

#### Religious Instruction

The Mayor of Bath (Councillor Bateman) welcomed the delegates, of whom there were over 300. The Bishop of Bath and Wells also welcomed them, and said that, from all signs he could see, there was a



Fresh from the pampas of Argentina which sent Luis Firpo to the U.S.A., Vittorio Campolo, right, signs up with Jess McMahon, left, and Hubert Pugazy, centre, for a match with anybody the boys pick out as long as the long green is forthcoming. Campolo is bigger than Firpo and even stronger. If he can box at all, he should give many of the boys plenty of trouble.

vastly better spirit abroad than even in the matter of religious education of the child.

A resolution was passed to the effect that the school-leaving age should be 15, and a motion was also agreed to that no child of school age should be employed in public entertainments, including pantomime, after nine o'clock at night.

### STRAITS DIVORCE

#### WIFE'S STORY OF ADULTERY AND CRUELTY

Pauline Sobrinho (nee Pauline Ebert) obtained a divorce from her husband Alfred Aristides Vincent Nicolau Sobrinho, before the Straits Chief Justice (Sir William Marston).

Miss Maina, an actress at the New World, was named as co-respondent. Neither she nor the respondent appeared in Court.

Petitioner alleged adultery and cruelty, and stated that she was beaten with canes and shoes, and on two occasions had to sleep out under a tree in the night.

A decree nisi was allowed.

### OXFORD UNION

Mr. Michael Stewart (Socialist), St. John's, has been elected President of the Oxford Union. Mr. Stewart, who received 185 votes, is ex-treasurer, and has taken a prominent part in the debates during the last two or three years. Mr. J. A. Boyd-Carpenter (Balliol) was elected librarian, Mr. A. P. Tory (St. John's) treasurer, and Mr. E. M. Reid (Christ Church) secretary.

The Rev. J. A. Walton, rector of St. Agnes Roman Catholic Church, Crickwood, has completed twenty-five years in the priesthood, and at his silver jubilee celebration the parishioners presented him with a cheque for £200 and a set of the Catholic Encyclopaedia.

### BOY SLAYER

#### KILLED PARENTS WHOM LOVE IRRITATED HIM

Vienna, May 12.

No murder trial in recent years has been followed with greater interest by the Viennese than that of the schoolboy Ferdinand Artmann, aged 17, who was last night found guilty of the murder of his parents. He was sentenced to seven years' imprisonment.

The Court decided that the boy had murdered his mother in the dining room and then his father in the bedroom with several pistol shots and knife thrusts. The extraordinary motive for the crime was that he wished to free himself from the influence of his parents, whom he found irritating because of their great love for him.

Throughout the week's trial Artmann displayed almost incredible composure and at first obstinately denied responsibility for the death of his parents. Subsequently, however, when the Court inspected the scene of the tragedy and he was alone for some time in the bedroom of his parents he shed tears and made a partial confession, saying that he had heard a violent dispute between his parents and rushed into their bedroom, where he saw his father pointing a knife at his mother.

Thereupon, he said, he rushed at his father snatched the knife from his hand, and stabbed him many times till he fell down. He then rushed out of the room, while his mother probably committed suicide.

Doctors found no signs of insanity in the boy, who had been thoroughly spoiled by his parents.

### OLD TAYLOR

AGED BY TIME



An astounding discovery was made about Harry Campbell, the New Jersey torch slayer, that he enjoyed playing with dolls, the small doll shown, left, being the type preferred by him. Another variety of doll toward which the killer showed marked partiality is shown here, below. In fact is a reproduction of the last photo ever taken of Mrs. Mildred Mowry, the woman he bigamously married and afterward killed and burned. The picture above of Campbell, taken long before he reached his present physical state, to the extent that he may not live to pay the penalty of the law, was taken some time ago, showing the delicate features of the mild, almost scholarly features which masked his murderous impulses.

### LOVE FOR DOLLS AND TEDDY BEARS

#### Victim of Fetish Which Caused Crime

New Jersey, June 18.

ONE of the most amazing discoveries about Henry Colin Campbell, the New Jersey torch murderer, is the fact that he had a collection of dolls and Teddy Bears at home.

This naturally gives rise to the question: How can a man who treasures these tender playthings of children be cruel enough to kill a woman in cold blood?

Of course this psychological peculiarity of Campbell's is not the only one on record. It has often been noted in towers of Jewels, of rare ruby, emerald, beryl, and has been particularly noted in connection

with the cultivated rich men and rulers of India.

A case in point is that of the Leopoldo affair in Chicago, where two young men cruelly slaughtered a young boy with a pathological motive. It was discovered during their trial that Dickie Leopold possessed a Teddy Bear, so that in spite of the fact that his cunning and cruelty were that of an adult, certain phases of his mentality were that of a child.

The answer of the puzzle of these complex natures is that they are over dominant, and find pleasure in playing with these babies and lifeless playthings. Instinctive objects cannot resist them, whereas human beings do, and therefore they are subject to cruel punishment.

When we find a man such as Campbell, who was married three times, divorcing his normal impulses into abnormal or pathological channels, apparently loving grown women, yet playing with dolls and teddy bears, we realize we are in the presence of a fixation that has out-run itself.

The home life of the torch slayer certainly seems to have been agreeable enough, either because his dominancy was not thwarted or else because it was flattered. He proved his cruelty, which is only a blind assertion of dominancy, when he killed the woman who had ceased to be of any use to him.

She was not in his mind either a woman or a doll. She was merely a thing, a tool that had served its purpose and was now in the way. The woman had submitted to his dominancy, he had lost desire to captivate her, and now she was an obstacle which must be removed.

Campbell was the slave of his own emotions, and the method he used of shooting Mrs. Mildred Mowry, whom he had bigamously married, then burning her, revolting as it may be to the normal person, was quite in line with the callous cruelty of this type of person.

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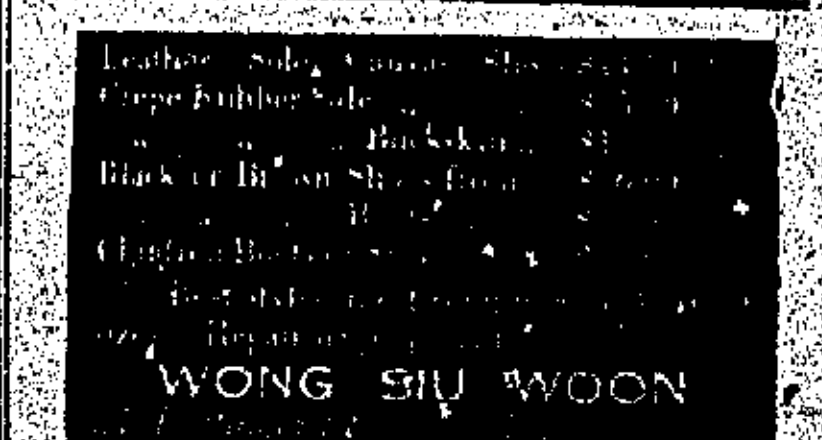
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# THE MOTORISTS' PAGE

First In the World's Classic Races!

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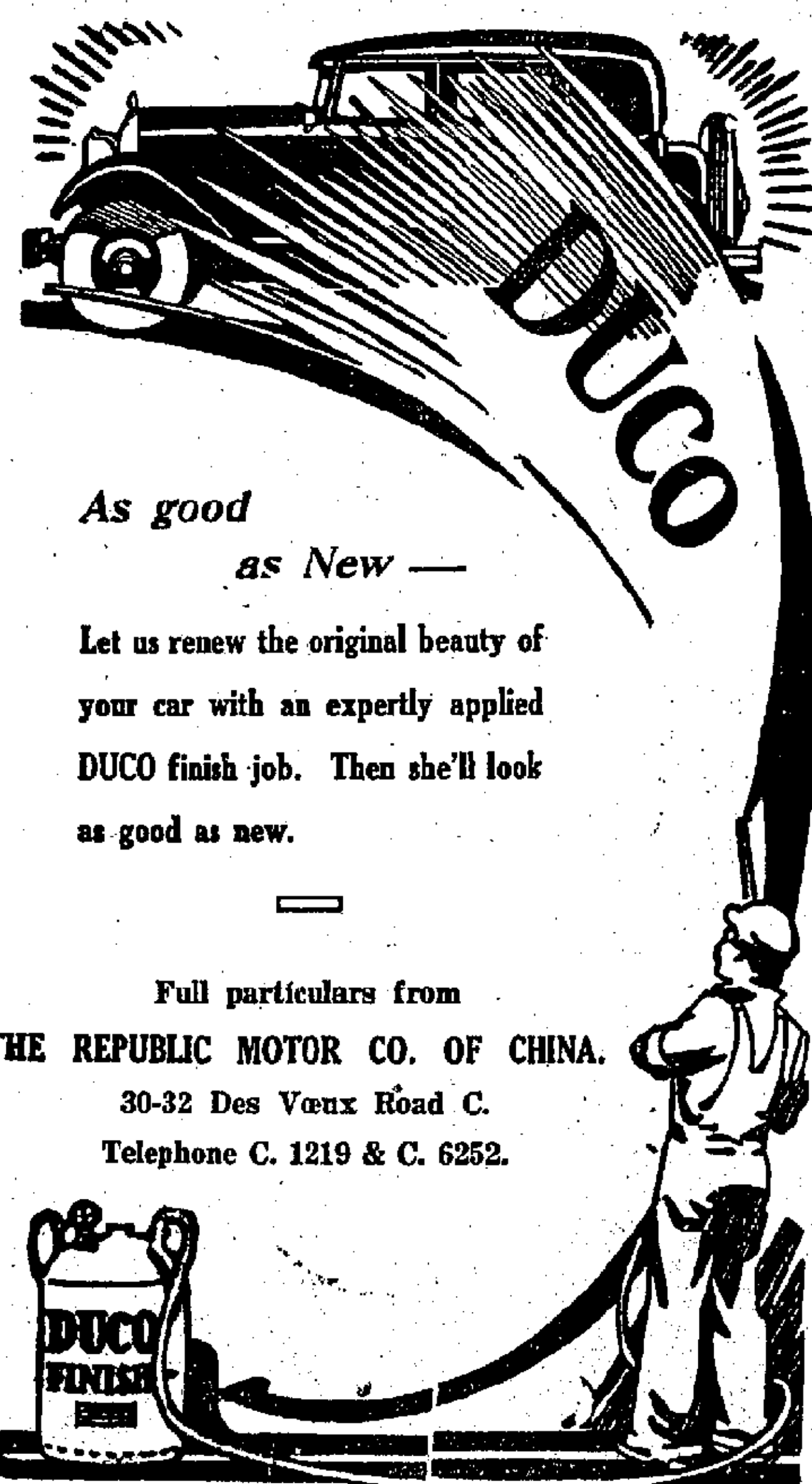
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### COLOURED LIGHTS

HOW TRAFFIC IS CONTROLLED  
IN BERLIN

#### HIGH SPEED TESTS

Sir Henry Segrave, who returned to London recently after his latest motor-boating triumph in Germany, investigated during his visit to Berlin the traffic conditions in that city.

In view of the fact that automatic traffic control is shortly to be introduced in London his article, published below, is interesting and instructive.

While London traffic authorities are talking of starting automatic traffic control in Oxford-street as a solution to traffic blocks, the system is now in full operation throughout Berlin.

Not only is traffic automatically regulated at hundreds of points, but a semi-automatic system of signalling, by which drivers of vehicles can show their intentions, is also compulsory and standardised.

Drivers of motor vehicles also have to undergo a driving test before they are given a licence. This is severe, and includes a test of knowledge in the mechanism of the vehicles.

When I last visited Berlin these innovations were in their experimental stage, writes Sir Henry Segrave in the "Daily Mail." They are now in full working order, and on my return to the city I was greatly interested in studying results.

#### Excellent Driving

My impression is that the traffic in Berlin, both from the point of view of drivers and walkers, is managed better than in any other city in the world. The standard of driving is also excellent.

It would, however, be unfair to compare Berlin traffic with London traffic, because Berlin is less crowded than London. But at the same time a system which has such excellent results appears to be worthy of examination.

The system of automatic traffic control struck me as being of special help to walkers.

The traffic control lights are suspended on standards in the middle of the street. Red means stop, green road clear, and yellow prepare to stop or proceed.

They are used at nearly every crossing and the intervals at which the various warning lights appear are regulated to suit conditions at individual crossings.

Walkers wait for the appearance of the red light. They know that traffic cannot move while this is shown and that they can cross in absolute safety.

Another advantage is the reduction in the number of police required. Except at very busy crossings the lights are alone considered sufficient. Traffic in fact does stop and proceed smoothly without the aid of a pointsman.

The standardisation of driving signals is another important feature of Berlin traffic. In London and other cities automatic signalling is spasmodically used. In some cases the signals are given at the back of the car, in others at the side.

In Berlin the warning signals appear only in one place, so that every driver knows where to look for them, and what is more, does look for them. To ignore the signals means heavy punishment.

They consist of metal hands, one each side of the windscreen. They are operated from the dashboard.

By means of a simple control the driver can raise either of these hands to indicate if he is making a right or left hand turn. There are no other signals. They have the merit of simplicity and they are infinitely more helpful than the meaningless hand-wagging by which so many drivers in England confuse each other.

The signals I observed were invariably given, and in plenty of time, and acted on invariably.

The question of driving examinations before a licence is granted is a very controversial matter. This

imposition in Germany has certainly resulted in a high standard of driving.

The test is thorough. The candidate has to pass a stiff examination in traffic regulations and the rule of the road. The car is provided by the Government department concerned.

#### High-Speed Tests

One part of the test is high-speed driving. An official sits by the candidate and insists on a burst of high speed, and watches to see if the driver can judge his distances when pulling up.

An elementary knowledge of the mechanism is also required. The official puts the car wrong and asks the driver to put it right. The result is that every beginner starts on the road with a reasonable knowledge of how to drive, road courtesy, and traffic rules.

To sum up, I really think that we have quite a lot to learn from Germany in this matter, and that it would be well worth the while of our traffic authorities to send a representative to Berlin.

But while traffic is managed well, the roads during wet weather are a nightmare. There is no anti-skid top dressing and they are just like ice. Germany might return the compliment by sending over to see our roads.

One interesting point I noted in connection with motoring offences. The police pay little regard to speed and drivers are rarely troubled unless they meet with an accident. But if a driver touches a walker or hits another vehicle there is a thorough investigation, and if he is to blame he is in for serious trouble.

#### SPECIALIST

A motor in a factory broke down. The operator, the foreman, and the plant engineer couldn't start it. The expert took one quick look at the machine, tapped it several times with a hammer, and told the operator to start it.

His bill was \$50. When the superintendent asked for an itemised statement, he got this:—

Tapping with hammer .... \$1.00  
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### SPEED CONTEST

REGULAR FACTORY  
PRODUCTION

#### ARGENTINIAN RESULT

That public interest continues to centre on the performance of regular factory production automobiles rather than special built racing cars was demonstrated in Argentina recently during the "Gran Premio Standard 1929." The race, which is one of the country's leading speed events and confined to strictly stock cars, attracted the largest attendance in its history.

The event was sponsored by the Circulo Automovilista Argentino, motor organisation, and was run over country roads from Florencia Varela, near Buenos Aires, to Mar del Plata and return. The distance for the round trip is 540 miles.

Leaving Florencia Varela at one-minute intervals in the morning, the 32 entrants started for Mar del Plata on the first stage of the race. On the following day the return trip was made, with only 18 cars completing the run. On arrival in Florencia Varela, the cars were turned over to the Automovil Club Argentino and thoroughly checked by a staff of 12 competent mechanics to determine if they were strictly stock models. As a result of this inspection, three cars were disqualified.

Major honours in the speed contest were won by a Studebaker President Eight Roadster, driven by Miguel Viggiano. Viggiano was declared "absolute" winner when he completed both stages of the race 40 minutes ahead of the field. The Studebaker, which completed the 540-mile run in 9 hours, 35 minutes and 49.2/5 seconds, also finished 1 hour and 40 minutes ahead of the nearest competitor in its class to win class honours.

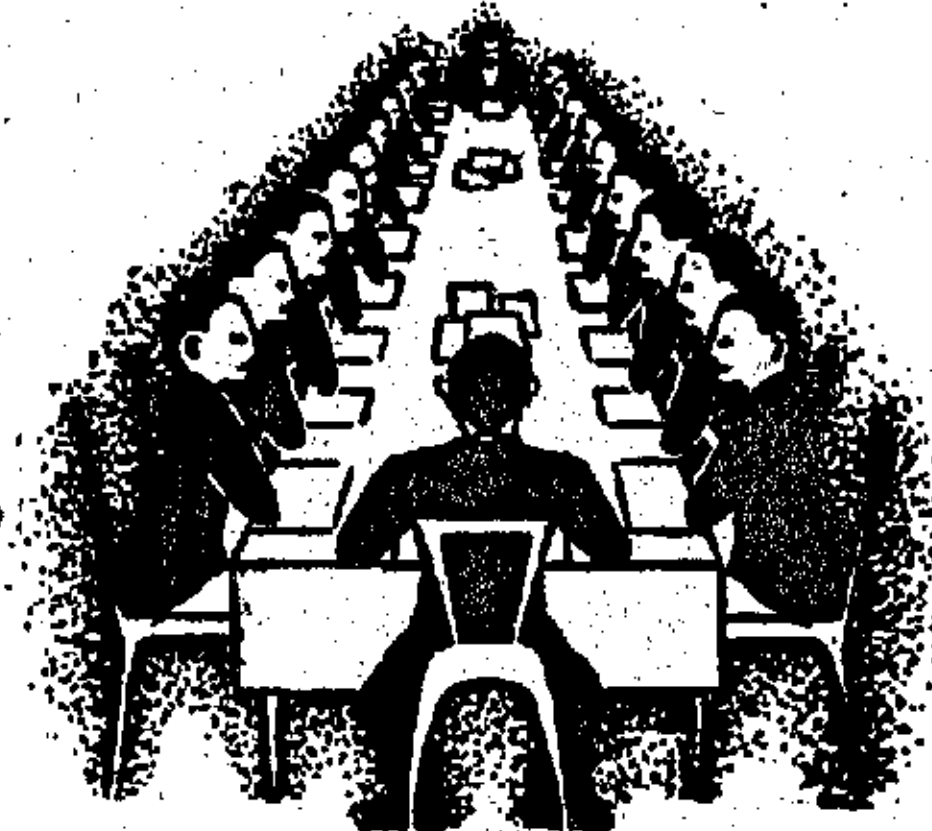
The President Eight Roadster which won the "Gran Premio Standard 1929" is the same model that won 11 world and 23 international speed and endurance records for Studebaker when it travelled 30,000 miles in 26,326 consecutive minutes.

**Plea for Air Filters**  
A few days ago, states "The Commercial Motor," we were inspecting some repair work and noted the marked difference in the condition of two engines of a

similar type and date of manufacture. One had been in service using an air filter; the other had been without this fitting. The absence of abrasive matter told its tale in no uncertain manner. Nature has provided every human being with an efficient air filter in the nose; why should not engine makers do likewise for machinery using more air?

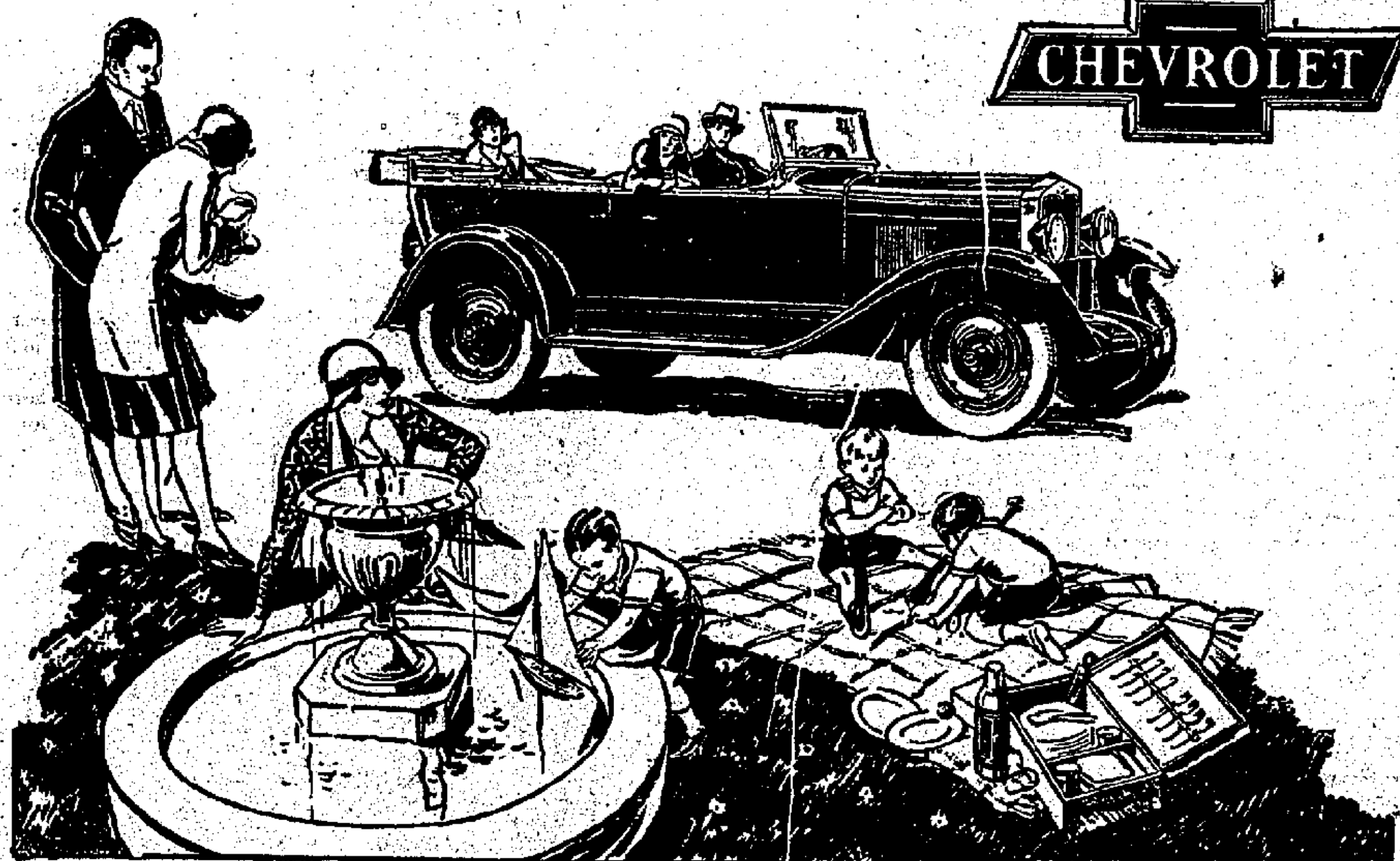
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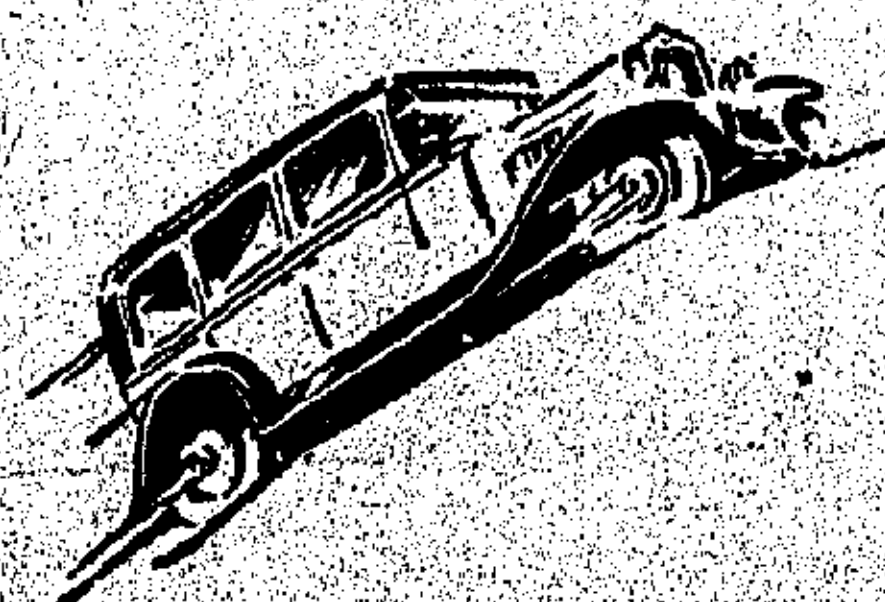
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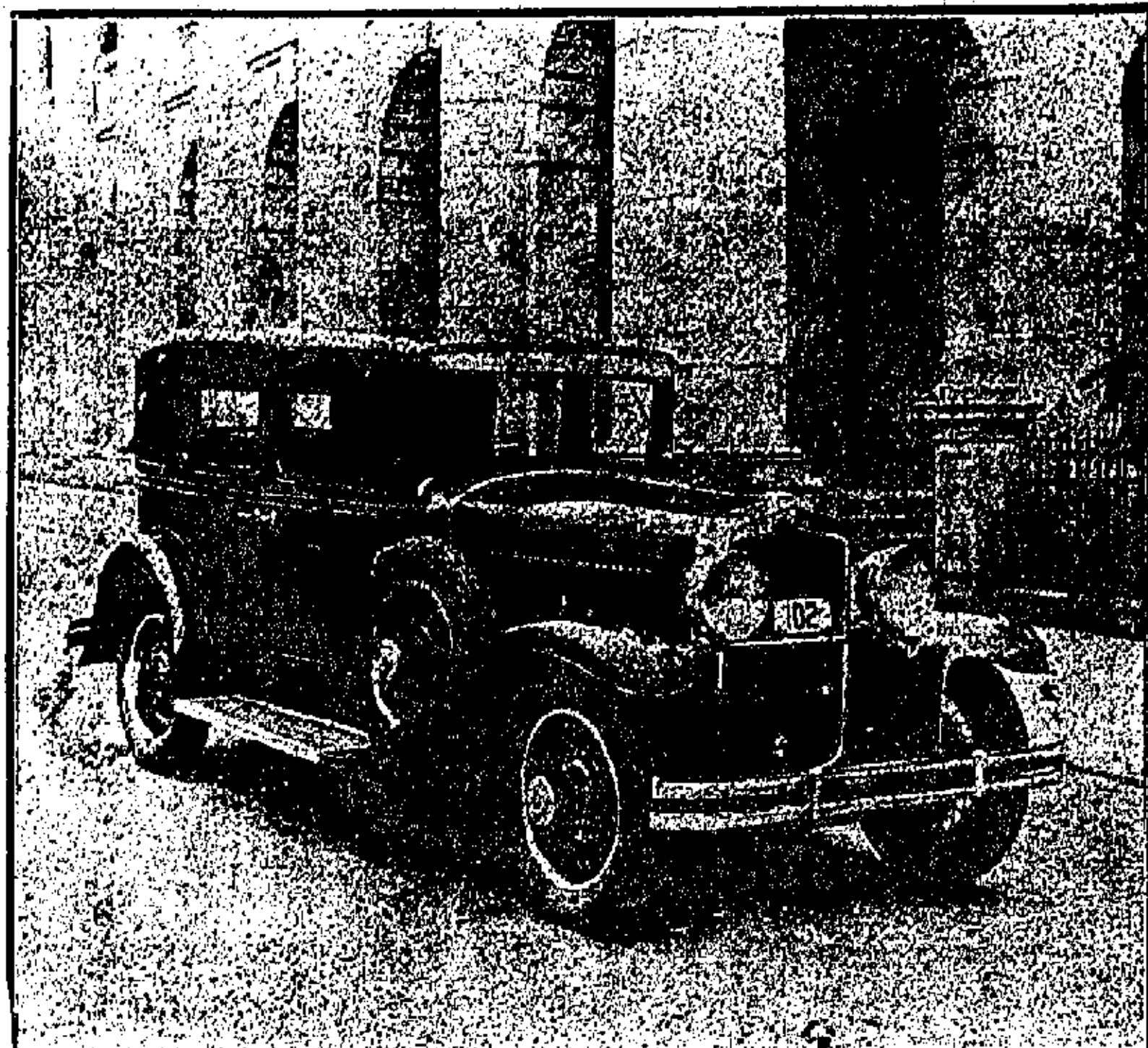
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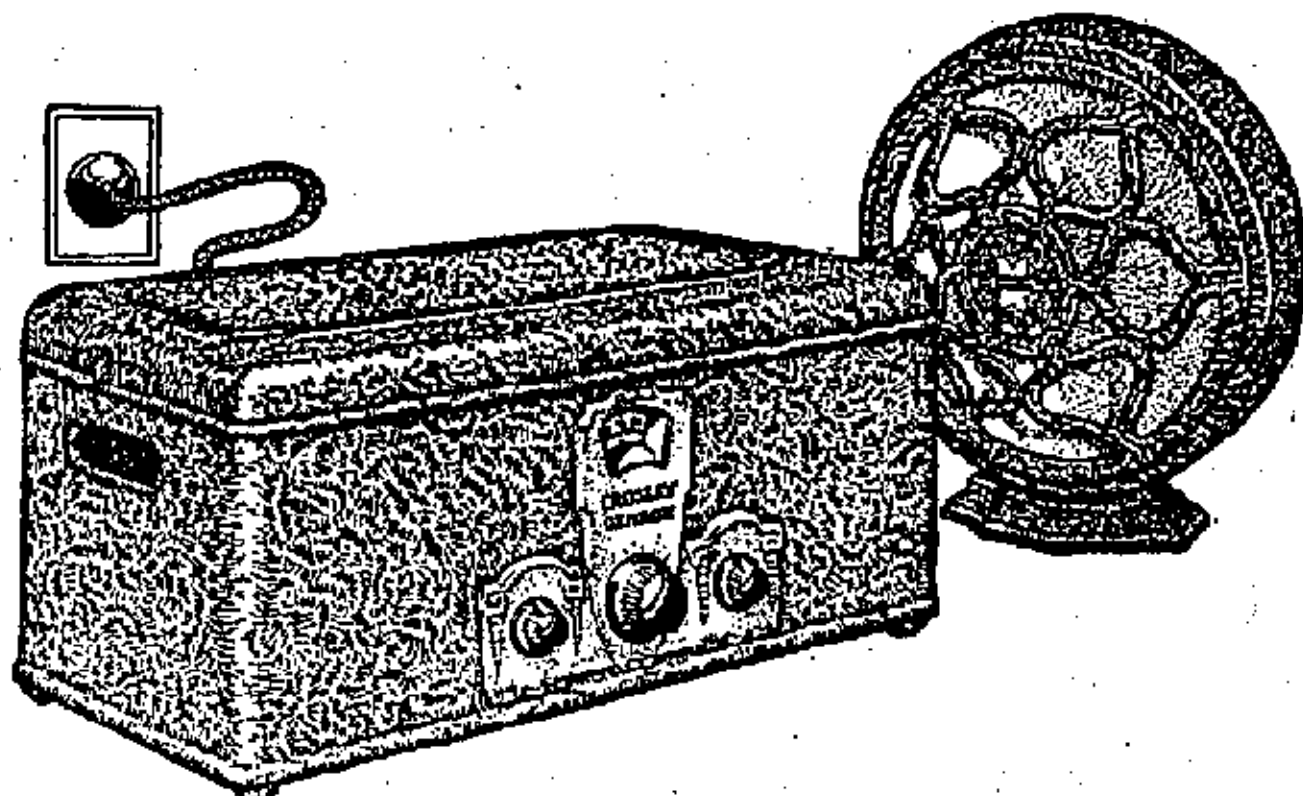


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## LURE OF BALKANS THROUGH 13 COUNTRIES WITH A HUMBER

The average Briton's tendency to depreciate his successes or, at least, to keep silent on the subject has ever been a national characteristic, and in these days of self-advertisement it is even more remarkable than before. It has its disadvantages, however, because it undoubtedly affects trade which receives stimulation from the often bombastic stories of more pushful competitors. When the Briton is inclined to minimise a successful achievement and, in fact, almost to apologise for it, the world in general is liable to place a similar value upon it.

The value of British motor cars for overseas is a case in point. Undoubtedly, a great deal of hostile propaganda inspired by interested parties has been circulated on this subject, but it must also be admitted that a certain amount has, as it were, gone by default by reason of this national obsession for keeping silence. Every day in all parts of the world British cars by their performance are giving the lie direct to talk about their unsuitability for local conditions.

A good example is afforded by the account of a tour in the Balkans by Mr. J. W. Fitzwilliam and his brother, both amateur motorists, with a Humber Fabric Saloon. Having heard something of Balkan roads it was obvious that hard wear and rough conditions would be encountered and that expert help would be quite unavailable in many places. The car selected had a fabric saloon body, and the makers fitted it out with spare parts of every sort and description. So successfully, however, did the car stand up to its work that at the end of the journey the packages were returned to the works at Coventry unopened.

After landing at Ostend the first part of the itinerary was through Belgium and Germany with no incidents worthy of note except perhaps for an amusing event at Bayreuth, where the landlord of the local hotel, being somewhat lacking in garage accommodation, housed the car in the hall, where it spent the night entirely blocking the passage between kitchen and dining-room.

**Road Conditions Vile**  
The road conditions in Czechoslovakia proved vile, although towards the Austrian frontier the width is considerable, only a small portion in the middle is metalled, the remainder being a quagmire in wet weather. However, Vienna was reached in safety, and the attractions of the fine city, good music, fine pictures and buildings were greatly appreciated. Then followed a run across the great Hungarian plain to Budapest, where a few more days were spent. Conditions there became more primitive, and the road to Belgrade after the Jugo-Slavian frontier had been reached was an endless succession of potholes and open culverts which, with geese, children and pigs made the passage through the villages a slow and hazardous undertaking.

Between Belgrade and Sofia real Balkan road conditions were met with. For mile after mile the car bounced, not in and out of potholes, but rather from ridge to ridge of exaggerated corrugations, so that a good clearance such as the Humber possessed was essential. Under such conditions driving became very tiring and, now and then, where a comparatively good stretch of road appeared, the driver was tempted to open out. The travellers came to the conclusion, however, that it was some trick of the Balkan road maker for, time after time, when they had accelerated to 30 or 40 m.p.h., a gaping chasm would appear, and they were faced by a broken or rotten bridge. After passing the Bulgarian frontier the road at times blended itself with the river bed and it meant moving boulders and wading through the stream before a way could be found.

Mr. Fitzwilliam and his brother were enthusiastic about the warm welcome they encountered in the Balkan cities. In their own phraseology: "What these Balkan cities lack in Macedonia and Thracian their inhabitants make up for in kindness and hospitality."

**Wild and Picturesque**  
From Sofia the route led down through the wild and picturesque valley of the Struma into Macedonia. Just north of Salonika, the travellers were warned that they might be held up by brigands and, sure enough, two rather desperate looking characters did "hold up" the car, and were suitably removed. Later, in Salonika, however, it was learned that the two "brigands" were gendarmes actually trying to warn the Humber and its crew of the dangers ahead.

The glorious scenery of Albania and its picturesque inhabitants were thoroughly appreciated; in fact the travellers were so impressed with that little piece of medieval Europe that they were moved to wonder whether civilisation has not gone too far and what such modern amenities as trains and trams, paved streets and theatres bring which can be worth more than the simple outlook on life of those brave and courteous people.

The mountain scenery of Montenegro was most impressive, and provided a good test for the hill climbing capabilities of the Humber. After leaving Cetinje, a wonderful mountain road with twenty-four hairpin bends led towards Ragusa and the Dalmatian Coast. From Trieste the itinerary proceeded through Riva on Lake Garda to Milan and Strada, and so into Switzerland, via the Simplon pass.

By the time France was reached thirteen countries had been traversed during the tour, and the Humber,

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## USE OF CLUTCH PARTS TAKEN FOR GRANTED

Some of the parts of the car's mechanism are so taken for granted that many motorists fail to understand their importance or the engineering technique and investigation which have made them possible. Such, for instance, is the clutch. That this invention has made motoring a simple act is not usually realised. Of course, it is not necessary that drivers of cars should understand all the ins and outs of all the parts of the car. It is desirable, however, that motorists should have an appreciation of what factors tend to make touring a pleasure. The clutch is one of these. It is valuable also to have some knowledge of how such a mechanism as the clutch functions, for the more one understands about one's car the better, both for the extended use of the vehicle and for the happiness of the driver. The clutch is the instrument which enables the engine of the car to run and the car itself to stand still. As every one knows it would be very awkward to be compelled to stop the engine every time it was desired to stop the car. If traffic jams are an inconvenience under present circumstances, it can be imagined what chaos and confusion would be involved in a traffic tie-up where all the engines had to be stopped after each car had moved forward a few feet. Each car would have to be equipped with about half-a-dozen self-starters to stand the strain of such a situation.

**Shifting of Gears**  
The car driver also finds it necessary at times to have the car develop a great amount of pulling power, while at other times when the going is easy speed is the most desirable factor. The clutch makes it possible for the driver to bring different gears into mesh so that the power of the engine may be converted into car speed or pulling power as needed. By bringing different gears into play the driver is enabled to multiply the pull of the engine when going up steep hills or when travelling through sand and mud, and to obtain very high speed when the road is level and hard and great pulling power is not required.

The clutch is a device that serves to connect and disconnect the engine from the transmission, and therefore from the rear wheels. It is operated by means of a foot pedal, which projects through the toe board. The clutch is released by pressing this pedal with the foot, and when so released the engine will continue to run, but will not deliver power to the wheels. If the gears are in a neutral position, however, power will not be applied to the car even when the clutch is engaged. The clutch must be released whenever the gear shifting lever is moved, and should be released usually, when the brake is applied.

The most popular type of clutch is composed of flat plates or discs. The number of discs employed varies with the design and size of the plates and the power of the engine. As the clutch is easily subjected to great abuse and excessive wear, it must be constructed so as to stand up under a wide margin of overwork. In the multiple disc types of clutch a number of plates are arranged so as to engage with the flywheel of the engine, and they therefore are rotated whenever the engine is in motion. Alternate plates placed between these are engaged with a drum that is fastened to the shaft of the gear-box.

With the clutch pedal in the released position, the plates are all forced apart by small springs, and they slide freely over each other. This permits the engine to run without driving the rear wheels. When it is desired to transmit the motion of the engine to the rear wheels the clutch is engaged. This is done by releasing the pressure of the foot from the clutch pedal, which permits a strong spring to force the plates into contact with each other. The friction generated by this pressure causes the plates revolving with the flywheel of the engine to pick up the plates attached to the gears, and all revolve together. In this way the rear wheels of the car are made to rotate with the engine at a ratio of speed depending upon which set of gears is engaged in the transmission, and in direct proportion to the speed of the engine.

**Material Used in Plates**  
Most disc clutches have half the plates faced with a special friction material, the alternate plates being of smooth steel. They require no lubrication; in fact, the surfaces of the plates must not be kept free from oil. However, the clutch throw-out bearing, which comes into play when the clutch is held in the released position, must be kept well lubricated. Keeping the foot on the clutch pedal while driving, known as "riding the clutch," brings this bearing into action, causing unnecessary wear and only a slight pressure of the foot will be sufficient to cause the plates to slip, get hot, and wear out very quickly. However, when starting the car from a standstill the clutch should be allowed to slip slightly. To obtain smooth action when starting the car, it is necessary to allow the pedal to come back very slowly until the clutch begins to engage and the car actually starts to move.

Without any special preparation, had survived without the least trouble at the hands of two amateurs under conditions which are generally considered to rival any of the so-called "colonial" variety, over 4,500 miles of roads, good, bad and sometimes almost non-existent. In Budapest, by the way, it was learned that there was a Humber which had been running in the city for sixteen years, a fact which speaks well for the reliability of British cars in general and the Humber in particular.

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## LICENSING

### NEED FOR REMOVAL OF INCONSISTENCIES

Important as have been the advances made in that portion of our great motor-vehicle industry which is concerned with the transport of passengers by road, there are still many pettifoggish restrictions which should have been abolished years ago—restrictions which cause an enormous amount of trouble and expense

both to our chassis builders and body-builders and hinder that smooth co-ordination of design and production which should be the aim of the efficient maker.

Recommendations issued to makers and licensing authorities by the Ministry of Transport are all very well, and they may have done something to help in the situation, but far too much latitude is permitted the individual local licensing inspector, who often imposes various petty restrictions and demands modifica-

tions, all of which constitute very considerable annoyance and difficulty to the vehicle producer and, often, to the user.

It would not be so serious, says "The Commercial Motor," if there were any considerable measure of co-operation between the various authorities concerned, but at present those responsible for the licensing of vehicles in one area may have ideas completely at variance with the authorities in another and possibly adjoining district.



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"ANTENOR" 4th Sept. M'Isle, L'don. R'dam & Glasgow

### LIVERPOOL SERVICE.

"AGAPENOR" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow  
"PROTESILAUS" 14th Sept. Genoa, Havre, Liverpool & Glasgow

### PACIFIC SERVICE.

via Kobe & Yokohama.  
"IXION" 1st Aug. Victoria, Vancouver & Seattle  
"TYNDAROS" 24th Aug. Victoria, Vancouver & Seattle

### NEW YORK SERVICE.

"ADRASTUS" 4th Aug. New York, Boston & Baltimore  
"PHENIX" 2nd Sept. New York, Boston & Baltimore

### INWARD SERVICE.

"MERIONES" Due 31st. July For Shanghai & Hankow  
"EURYLOCHUS" Due 1st. Aug. For Shanghai, Kobe & Yokohama  
"MENELAUS" Due 15th. Aug. For Shanghai, Kobe & Yokohama

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### POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong to-day:—Tjisaroa, Namsang, Antung, Kwelyang, Taling, Kungchow, Kalgan, Kwaisang, Nassa, Suwa Maru, Sirdhana, Canton, Taining, Modjokerto, Benvenue, Aki Maru.

### INWARD MAJLS.

| From  | Per                                  |
|---|--------------------------------------|
| Shanghai & Amoy   | THURSDAY, JULY 25. Chengchow         |
| Japan, Shanghai & Europe via Siberia (London, 4th July)         | FRIDAY, JULY 26. Suwa Maru           |
| Amoy  | Sirdhana                             |
| Shanghai and Swatow   | SUNDAY, JULY 27. Sunning             |
| U.S.A. (San Francisco, 23th June), Honolulu, Japan and Shanghai | SUNDAY, JULY 28. President Monroe    |
| Manila  | Empress of France                    |
| Europe via Negapatnam (Papers only, London, 27th June)          | AGRA                                 |
| Manila  | MONDAY, JULY 29. President Jefferson |
| U.S.A. (San Francisco July 5) Honolulu, Japan & Shanghai        | President Grant                      |

### OUTWARD MAJLS.

| For  | Per   |
|--|---|
| Manila   | THURSDAY, JULY 25. Montauk 8.30 p.m.                        |
| Sam Shui and Wuchow  | Kongso 4 p.m.   |
| Amoy   | Tjibadak 5 p.m.   |
| Shanghai   | Leverkusen 5 p.m.   |
|  | Registration July 25, 5 p.m.                                |
|  | Letters 6 p.m.  |
| Hohow, Pakhoi and Haiphong   | FRIDAY, JULY 26. Tean 9.30 a.m.                             |
| Amoy   | Tjitaroen 12.30 p.m.  |
| Swatow, Amoy and Poochow   | Hai Ching 1 p.m.  |
| Shanghai   | Antenor 2.30 p.m.   |
| Dalry  | Liangchow 3.30 p.m.   |
| Manila and Parcels only for Germany via Hamburg  | Rheinland 3.30 p.m.   |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles | Suwa Maru (Due Marseilles, 26th Aug.)                       |
| K.P.O.   | G.P.O.  |
| Registration July 26, 4.30 p.m.  | Registration July 27, 8.45 a.m.                             |
| Letters July 27, 9 a.m.  | Letters July 27, 9.30 a.m.                                  |
| Java via Batavia   | Tjisaroa 2.30 p.m.  |
| Amoy   | Antung 5 p.m.   |
| Manila   | President Monroe 5 p.m.                                     |
| Shanghai   | SUNDAY, JULY 28. Agapenor 9 a.m.                            |
| Bangkok via Swatow   | Kiangsu 9 a.m.  |
| Swatow, Amoy and Formosa   | Hozan Maru 9 a.m.   |
| Shanghai   | MONDAY, JULY 29. Mishima Maru 8.30 a.m.                     |
| Amoy   | Changchow 2.30 p.m.   |
| Japan, Honolulu, U.S.A., Canada, C. & S. America & Europe via San Francisco            | President Jefferson (Due San Francisco August 21) 4.15 p.m. |
| Parcels  | July 29, 8 p.m.   |
| Registration   | 4.15 p.m.   |
| Letters  | 5 p.m.  |

\*Superscribed correspondence only.

### CONFLAGRATION IN NORTH BERLIN

#### EXPLOSIONS

HUNDREDS OF EMPLOYEES RUSH FOR SAFETY

#### PANIC IN DISTRICT

Berlin, Yesterday.  
Many steel containers, filled with oxygen, exploded at noon in north Berlin, setting fire to a block of workshops.  
One hundred of the employees rushed out to safety.  
The flames spread very rapidly and further terrific explosions shook the district. Parts of the workshops were blown into the air and several workmen were injured by the flying fragments.  
The inhabitants in the neighbouring houses were in panic and rushed into the streets.  
The fire is threatening a huge gas works and chemical laboratory, where there is a large stock of explosive material.

#### Controlled

Later.  
The fire is now under control and the danger to the gas works, etcetera, averted.  
Four persons were seriously injured.—Reuter.

### LORD LLOYD

RESIGNS HIGH COMMISSIONERSHIP OF EGYPT

#### OFFICIAL STATEMENT

London, Yesterday.  
Mr. A. Henderson (Secretary for Foreign Affairs) announced in the House of Commons to-day that Lord Lloyd, High Commissioner of Egypt, had resigned.  
Mr. Henderson said he had an interview yesterday with Lord Lloyd, during which he handed him his resignation, which the Government had accepted.  
Mr. Henderson, asked if the resignation arose in any way from the policy to be taken by Government, replied: "Yes. First of all I ought to say the resignation was handed to me in a friendly exchange of letters. But if I have to state reasons I must refer to the intimation to Lord Lloyd, before he left Egypt, which was based on my reading of the attitude he had taken towards the policy of the late Government."  
Mr. Henderson added that the telegram which he sent to Lord Lloyd was of such a character that he thought most people would have accepted it as an invitation to terminate his position. He would make a statement on the matter on Friday.—British Wireless Service.  
[Lord Lloyd has been High Commissioner for Egypt and Sudan since 1925. He was previously Governor of Bombay.]

### HERR MUELLER

RECOVERING FROM HIS RECENT OPERATION

Berlin, Yesterday.  
Chancellor Mueller, though making satisfactory progress, is not yet out of danger.—Reuter.

Four Danish submarines visited Portsmouth last month.

### WEDDING TO-DAY

CEREMONY IN ST. JOSEPH'S CHURCH

#### BARKER—WATTS

At the St. Joseph's Church, Garden-road, this morning, Miss Mary Watts, of No. 1 Queen's Gardens, was married to Mr. Paul England Barker, of Messrs. Gibb, Livingston & Co.

There was a large attendance of friends of both parties present, including many pupils of the Central British School, Kowloon, where Miss Watts has been teacher.

The ceremony was performed by the Rev. Father George Byrne, S.J., assisted at the organ by Father O. Riganti.

The bride, who was attired in a white silk costume with a lace veil and cap, and carried a lovely bouquet of white roses, was conveyed to the altar by Mr. E. S. Groome (of Messrs. Gibb Livingston & Co.), while Mr. P. E. Bartlett performed the duties of best man.

\*\*\*\*\*

Temperature, 10 a.m., to-day 79  
Temperature, 4 p.m., yesterday 78  
Humidity, 10 a.m., to-day 91  
Humidity, 4 p.m., yesterday 86

\*\*\*\*\*

### MATSHED MANIA

TRESPASSERS ON CROWN LAND

For trespassing on Crown land by constructing a matshed at Wong-nai-cheong, four Chinese, two of whom were women, appeared before Mr. E. W. Hamilton at the Central Magistracy this morning.

Three of the accused were fined \$10 or 14 days' jail, but the third accused who, it was said, had been convicted before for a similar offence, was fined \$25 with the alternative of one month's imprisonment.

The trouble, said the prosecuting officer, was that they were continually re-building matsheds that had been demolished. The shed which accused had only recently constructed had been erected in a position different to that which it had formerly occupied.

### OPIUM SEIZURE

MR. AND MRS. KAO YING NOW INDICTED

San Francisco, Yesterday.  
The Federal Grand Jury has indicted Mr. Kao Ying (Chinese Vice-Consul) and Mrs. Kao Ying on four counts in connection with the seizure of a huge consignment of opium, found in the lady's luggage on arrival from China recently.—Reuter's American Service.

Prof. G. I. Taylor, F.R.S., of Trinity College, Cambridge, who was a delegate from the Royal Society to the Pacific Science Congress, is attempting, in company with his wife, to cross Borneo. They have gone up the Kapoas river and intend to tramp across through the jungle.

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7.15 and  
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### U. S. NAVY AND ARMY

#### RETRENCHMENT

WASHINGTON SCEPTICAL AS TO PRES. HOOVER'S HOPES

#### INCREASE IN COST

Washington, Yesterday.  
Mr. Good, Secretary for War, announced that an effort was being made to expedite the work of Pres. Hoover's Military Commission.

One of the principal objects of the Commission would be to determine whether the post war developments in Air Service and mechanization have displaced in usefulness and importance other branches of the service.

Washington is inclined to be sceptical at Pres. Hoover's ability to reduce Army and Navy expenditure unless the forthcoming Naval Disarmament Conference results in an actual reduction of the American Navy although it means a naval agreement covering cruisers and by adopting a firmer attitude towards an increase in the costs of the military establishment.

The President may check the steady increase in cost of the Army and Navy, which at present is mounting by \$10,000,000 a year.—Reuter's American Service.

### STILL FLYING

THE "ST. LOUIS ROBIN'S" ENDURANCE, FEAT

#### THE INDUCEMENT

St. Louis, Missouri, Yesterday.

The "St. Louis Robin" is still flying. She has now been in the air 11 days and 10 hours and the engine is working well.

The sponsors of the flight promised the pilots \$100 each for every hour they remain in the air over the previous record.—Reuter's American Service.

### KELLOGG PACT

IMPRESSIVE CEREMONY OF THE WHITE HOUSE

Washington, Yesterday.  
With impressive ceremony at the White House, Pres. Hoover proclaimed the Kellogg Pact effective.

The ceremony was attended by ex-President Coolidge, Mr. F. B. Kellogg, the Ambassadors of Great Britain, France, Japan and the heads of the diplomatic missions of the Signatory States, except Russia and Afghanistan.

President Hoover, in a brief address, congratulated the Governments in the consummation of an act so auspicious for the future happiness of mankind.—Reuter's American Service.

### PARLIAMENT

THE SUMMER RECESS

London, Yesterday.  
The Prime Minister (Mr. J. Ramsay MacDonald) announced in the House of Commons that the House would adjourn for the Summer Recess next Friday and re-assemble on October 29.—British Wireless Service.

### REPARATIONS

VENUE UNDECIDED STILL

London, Yesterday.  
The meeting place of the Reparations Conference has not yet been decided.

Since London was originally proposed as the venue, Lucerne, Brussels, Ostend and The Hague have been suggested but each has been rejected by one or the other of the interested Governments.—Reuter.

### TIRED OF LIFE

Two cases of attempted suicide were reported to the Police yesterday.

While the Yaumati Ferry launch "Man Chung" was steaming through the Yaumati Typhoon Shelter, a Chinese woman jumped overboard. She was rescued by Leung Kun, coxswain of the motor-boat "Kwong Tung Yee," and taken to the Kwong Wah Hospital.

A return immigrant from Singapore named Hai Yuk (18), who had been staying at No. 12 St. Francis-street, in a fit of mad despair, threw himself from the first floor of the house into the street below. He was removed to the Government Civil Hospital.

Councillor E. Gladwell (Mayor of Richmond) has been elected chairman of the Richmond Royal Hospital.

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